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The Hongkong Telegraph

FOUNDED 1861
No. 12,552

六拜禮 號九廿月零十年港

SATURDAY, NOVEMBER 20, 1924

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NORTH POINT SCHEME.

STONE LAID THIS MORNING.

A distinct step forward in the materialisation of the scheme for constructing a big quay wall, with wharfing accommodation for ships, at North Point, was made this morning, when Mr. Kwik Djoon Eng laid the initial stone of the first block on Marine Lots 430 and 431. The project is one involving an expenditure of close on two million dollars, and when it is completed, big vessels will be able to go alongside within a few yards of godown accommodation.

The site lies to the east of the Hongkong Electric Company's works, and was purchased some two or three years ago at auction by Mr. Kwik Djoon Eng, a wealthy Chinese gentleman, known as one of the sugar kings of Java, for the purpose of erecting a sugar refinery. Later, however, it was resolved to construct a seawall and quay of the ordinary type but, on representations made to him, Mr. Kwik realised the importance of a big berthing wharf, and later entered into a contract with the Netherlands Harbour Works Company, of Amsterdam, for the carrying out of the necessary work. This company is the one at present engaged in the harbour developments being carried out at Macao, and was also responsible for the building of the Chofo breakwater.

Mr. Kwik, in this venture, has been acting on behalf of the Cheong Siong Land Investment Company, of which he is a principal. The contract price is \$1,950,000, and the work has to be completed within twenty-four months. When ready it will accommodate four coasters or three big ocean-going vessels of about 10,000 tons, drawing from 27 to 38 feet of water, and these will be only thirty-five feet from the godowns which are to be erected later.

According to the plans drawn up, there will be a seawall from the edge of the Electric Co's property, 120 feet in length, and then a frontage of quay wall 1,693 feet long. This wall will be 800 feet from the new road to Shaukiwan. There will be a depth alongside the quay at low water of 30 feet. The quay will be constructed of sloping masonry blockwork, the blocks going to a maximum of 60 tons weight, in some cases, with a minimum weight between 40 and 45 tons. The face of the wall will be what is known as fender-faced, having a bracing of hardwood, with softer wood for vessels to come alongside without damage. The nature of the bottom, which, incidentally, will have to be dredged, will necessitate somewhat expensive work, as in some parts, the firm foundation will not be reached less than 75 feet down. The width of the quay will be 35 feet, with roadways at that distance from the water's edge.

TO-DAY'S CEREMONY.

Several speeches were given at this morning's ceremony, when there were present the Port Engineer, Mr. J. Duncan, and his assistant (Mr. Anderson), the Manager of the Netherlands Harbour Works Company and staff, the Dutch Consul General, the heads of the Dutch Banks and of the Java China Japan Line, and Admiral Hsiao Yu-ying, a former Director of the Board of Conservancy in Canton.

U.S. POLITICS.

REPUBLICANS BAR LA FOLLETTE.

Washington, Nov. 28. A conference of Republican Senators has passed a resolution in favour of election of the Presidential candidate, Mr. La Follette, and of his supporters, Senators Charles McNary and Brookhart, to the Republican party. The conference also late in the afternoon passed a resolution.

SENSATIONAL CONSPIRACY.

POTENTATE BLACKMAILED.

MIDLAND BANK SUED.

London, Nov. 28.

A very sensational case has ended in the law courts to-day after eight days' hearing. The plaintiff, Charles Robinson, bookmaker, sued the Midland Bank for £125,000 alleged to have been paid into his account. The bank asserted that the money was not his, and alternatively that it had been obtained by means of a blackmailing conspiracy in which Robinson and Mrs. Robinson, her friend Mrs. Bovan, two men, Newton and Hobbs, and the aide de camp of an Eastern potentate, whose name was not divulged, were involved.

It was alleged that the conspirators entrapped the potentate, who was mentioned in court as "Mr. A." with Mrs. Robinson in a hotel in Paris, Newton posing as the lady's husband, and "A" through fear of exposure, gave two cheques each for £150,000, one of which was stopped but the other was paid in to the Midland Bank by Hobbs, who, using the name of Robinson, drew out the money, £25,000 of which was paid to the Robinsons while the other alleged conspirators shared the remainder.

The Robinsons denied any conspiracy, and alleged they were unaware until later that more than £25,000 had been paid by "Mr. A." The jury found there was a conspiracy, but that the Robinsons were not parties thereto. The Judge ruled that the bank was not guilty of negligence. Judgment was deferred, pending legal arguments next week.

THE RUSSIAN REPLY.

ZINOVIEFF LETTER A "FORGERY".

London, Nov. 28.

The Russian reply to the British Note dealing with the Zinovieff letter expresses extreme surprise that, after declining the offer of an impartial court, the British Government makes "vague statements, unsupported by any evidence, that the document is genuine," and refuses to accept such "unproved allegations."

It accuses the British Government of endeavouring to evade the arbitration offer by allegations regarding the relationship of the Communist International with the Soviet Government, as to which it reiterates "the complete political and administrative independence of the International."

The reply also insists on the offer of arbitration as the only means of an unbiased settlement. It is signed by M. Rakovsky, and says it is understood that the British trade union delegation at present in Moscow has unanimously come to the conclusion that the document is a forgery. Replying to the British Note of Nov. 21st, refusing to advise the ratification of the Anglo-Russian treaties, the Soviet expresses regret at this decision. It disavows responsibility for the falling of discontent which the decision of the British Government will cause in both countries.

"SUB" AGROUND.

MISHAP TO "L-54".

(“Telegraph” Special Service).

London, Nov. 27. While cruising with a flotilla in the Solent, Submarine L-54 ran aground on Brambles Bank, between Cowes and Calshot. No lives are endangered. H.M.S. Adamant is standing by.

OUR STREET SLEEPERS.

THEIR LOT AROUSES SYMPATHY.

We have received the following letters for publication:—
Sir,—I do hope that you will not let drop the matter of our "coddles without a home" until something tangible is done, and done quickly. For far too long has this evil existed in our midst. In the matter, too, of the mained, the halt, the blind and the diseased, surely it is not enough to hound these unfortunates about, or even to deport them. This merely removes, without remedying.

I think nothing produces such a feeling of sadness as watching at night the extremes of wealth and poverty around the vicinity of the Hongkong Hotel whilst listening to the sweet strains of the music inside.

It is surely a great and cruel wrong that in the midst of wealth, luxury, gaiety and even frivolity, a single man, woman or child should be cold and hungry. Surely the solution of this problem is not beyond the resources of modern civilisation?

Your etc.,
INASMUCH.
Hongkong, Nov. 28th, 1924.

Sir,—Please keep agitating in your paper about help to be given to those poor street sleepers, so that something may be done for their relief.

What a terrible thing that these poor souls are left out in the cold to die in the streets alone, uncared for or thought of, like beasts.

If no other way, start a public subscription to help find suitable places where these poor unfortunate souls can sleep, shielded from the cold and rain and receive the necessary care.

Yours for the
GOOD OF HUMANITY.
Kowloon, Nov. 28th, 1924.

AUSTRALIAN STRIKE.

TRIALS OF THE MALOJA.

Adelaide, Nov. 28.

The tug employees have refused to handle the P. & O. s.s. Maloja, which is anchored three miles from the wharves, while her lifeboats have brought ashore the passengers, mails and stores.

The Maloja's stewards were forced to push the mail van to the wharf, the railwaymen refusing to shunt it.

The shipowners here state that a continuance of the strike will inevitably increase the rates.

Adelaide, later.
The Maloja has sailed for Albany.—*Reuter.*

TURKEY AND BRITAIN.

THE "TRADITIONAL FRIENDSHIP."

Constantinople, Nov. 28.

In the Assembly the Premier, Fethi Bey, outlining the new Government's programme, said he was determined to maintain an army strong enough to ensure the security and integrity of the frontiers; and intended to respect all engagements entered into by previous Governments, while anxiously awaiting an equitable solution of the Mosul frontier question at the hands of the League, as this was the only obstacle to a resumption of the traditional friendship with Britain.

The Chamber unanimously passed a vote of confidence in the new Government.—*Reuter.*

INTER-VARSITY ATHLETICS.

London, Nov. 28.

At Cambridge the athletic meeting was held in dull weather, before a large attendance. In the Inter-Varsity relay races, Cambridge was defeated by three events.

LATEST ABOUT EGYPT.

LACK OF TIDINGS FROM SUDAN.

THE NILE DEBATE

(“Telegraph” Special Service).

London, Nov. 28.

The effects of the reference in Lord Allenby's original communication to the Egyptian Government regarding an extension of the Gezira irrigation area of the Sudan, appear in some quarters to have been misunderstood. The facts of the case are that when, some four years ago, a scheme for irrigation of Gezira first took practical form, there was an outcry in Egypt to the effect that the damming of the Blue Nile would deprive Egypt of the water supply needed for irrigation of her own crops. A committee of experts, including representatives of Cambridge University, a prominent expert on irrigation, and a distinguished engineer, was appointed, and reported that there was no danger whatever of a reduction in the effective Egyptian water supply as a result of the scheme.

The fact is that from a purely Egyptian point of view the Nile waters badly need control. The river rises rapidly from July to September, and afterwards falls towards January, reaching its lowest level in June. During the period of flood, vast volumes of water which, from an economic point of view, should be stored and distributed later, pour through Egypt and are lost in the Mediterranean. This waste is prevented by the Markwar Dam, which is two and a half miles long, and in places ninety feet high. When completed by the Sudan Government and guaranteed by the British Government, it will constitute one of the greatest engineering constructions in the world. These facts were pointed out to the Egyptian authorities, but feeling in Egypt—founded purely on sentiment—was so great that Lord Allenby voluntarily agreed to a provisional arrangement whereby the water stopped at the Markwar Dam should not exceed that required to irrigate three hundred thousand acres out of three millions available for cotton growing in the Gezira area. This arrangement was conditional on the appointment of a joint Anglo-Egyptian committee to consider the whole question, but the Egyptian Government has always refused to appoint representatives to this committee, and the committee has in fact never met.

In short, Lord Allenby's reference merely removes the arbitrary restriction on economic development of the Sudan, which was not justified in any way by technical facts, and Egyptian cultivators will not be deprived of any water they now receive.

FURTHER ARRESTS.

Cairo, Nov. 28.

To-day's arrests include five Deputies and a leader of Alexandria students, also a Mohamadin who was not tried in the last conspiracy case owing to illness, and an official of the Ministry of Agriculture. The remainder are described as "revolutionary students."

Rumour persists in connecting the arrests with a plot against Lord Allenby, also the murder of the Sirdar.

It appears that three Ministers threatened to resign unless the three Zaghlullat arrested yesterday were handed over to the Egyptian Government. The immediate acquiescence of the British authorities averted a crisis.—*Reuter.*

THE KHARTUM MUTINY.

Cairo, Nov. 28.

Details of the mutiny at Khartum have not yet been received but it is known that there was a certain restlessness among the Eleventh Battalion last August. A big meeting of students at Alazhar University passed off without incident.

British cavalry and infantry paraded this morning. Air reconnaissance was carried out over the principal valleys. All is quiet.

ANOTHER ROBBERY.

GANG ENTERS DAIRY.

An armed robbery took place at the Great Eastern dairy, 81 Queen's Road West, last night, four men entering the dairy at 11.15, just before the shop closed for the night.

The visitors posed as customers and ordered milk. While the milk was being served, two of the men whipped out revolvers and another produced a dagger. The flocks of the shop, eight in number, were herded together in the cockpit, where they were bound and gagged. From a safe, which they forced open, the robbers stole \$200. In addition to this amount, a sum of \$54 was stolen from a box belonging to the master of the dairy.

The robbers switched off the lights and closed the door when they left.

FRENCH DEBT TO AMERICA.

REDUCTION POSSIBLE.

Paris, Nov. 28.

Questioned regarding the reports from Washington to the effect that France has approached the United States with a view to the funding of the French debt to America, M. Clementel, Minister of Finance, replied that hitherto there had only been conversations between M. Jusserand, the French Ambassador, and Mr. Mellon, Secretary of the American Treasury, the upshot of which was that the United States agreed that the rate of interest should be very low, while there is ground to hope that the principal will be considerably reduced.—*Reuter.*

HIGH COMMISSIONER OF SYRIA.

Paris, Nov. 28.

General Sarraill has been appointed High Commissioner in Syria.—*Havas.*

TO-DAY.

Closing Exchange 2s. 4. 7/16
Lighting Up-Time 5.33 p.m.

Cairo, later.

Telegraph communication with the Sudan is interrupted. The train from Cairo connecting with the Sudan steamer at Wady Halfa is not leaving to-night. There is no further news from Khartum.

The military authorities are communicating with Khartum by wireless. The circumstances there are obscure, but it is understood that the situation is well in hand.—*Reuter.*

EGYPT'S ABORTIVE PROTEST.

Paris, Nov. 28.

The Egyptian protest to the foreign Parliament came up in the Foreign Affairs committee of the Chamber, to which it was automatically referred.

The protest was read, and then ordered to be placed in the archives, without discussion. The document was therefore shelved.—*Reuter.*

SITUATION NOT SERIOUS.

Cairo, Nov. 28.

It is understood that the Egyptian troops at Khartum are not giving trouble, the mutiny being confined to two hundred men of Eleventh Sudanese Regiment. The remainder of the battalion are helping to overpower the mutineers.

The East Donets arrive at Port Sudan to-night. It is not known where the telegraph line to Cairo has been cut. The situation at Khartum does not give cause for alarm. The students' committee at Cairo has issued a manifesto, pointing out that the Egyptian Government is not responsible for the situation.



Some of our more elderly dancing men, I read, are deploring the fact that the modern craze for jazz has completely ousted the waltz from the ballroom, and are urging that this "poetry of motion" (as one enthusiast calls it) should be reinstated. I, personally, am in favour of keeping the waltz out, partly because I should have to learn it all over again, and partly because I prefer the noisier music of jazz to the soft and dreamy melodies of the waltz. It prevents me from going to sleep while on duty. I remember once gyrating with a lady to the soporific strains of "Pansy Faces" and falling peacefully



asleep on her shoulder while in the very act of executing my celebrated turning movement, technically known as revoking. I believe. My partner, under the impression that I was merely employing the new "hesitation" step, did not rouse me until the band stopped, when I gave the whole show away by waking with a start and calling for my shaving-water.

Jazz music, however, prevents the possibility of such a contretemps, and I defy the Seven Sleepers of Ephesus to rest tranquilly when once the soprano saxophone gets his second wind.

At a recent dinner of the delegates to the International Congress of Esperantists the poultry course had the imposing and resonant title of "Rotitaj karkodolej k'j salato orange frititaj terpomoj."

At first sight it looks as if the Bolshevik delegate had attempted to blow up the alphabet.

An American firm of engineers has just received an order to construct a water-piano to carry eight passengers. The Old Country, however, can still keep her end up. At a railway buffet the other day I heard eight passengers each give an order for a whisky plain.

Dr. Edwin E. Slosson of Washington claims that by administering certain glandular preparations, he is able to control a person's dreams. No more nightmarish—hurrah! No longer will lobster suppers hold any nocturnal terrors for us! All we need do is take, on retiring, a small glandular liquor, and our usual vision of the purple rhinoceros chasing us down Piccadilly, the while our legs are shackled with cannon balls and the only weapon we possess is an unripe cucumber, will be well and truly dispipated. In course of time, I imagine, Dr. Slosson will so far have developed his discovery that he will be able to give us any dream we care to select. In this event I shall order quite a lot of my favourite, the "King of England" dream. Already I



have laughed if you had seen me going to open Parliament, clad in a tennis blazer and a billycock, seated in a four-wheeler reading John Bull!

I am distressed to hear that in Leningrad rain has fallen on 270 days out of the last 365. They must have had a rotten county cricket season.

That much abused London Suburb, Camden Town, has at last found a Champion. A well-



known author states that he finds the environment most stimulating, and in many respects an ideal spot for the creative worker.

As I happen to indulge at times in a little light creative working, I think Camden Town must be the spot I've been looking for for years, and so (with apologies to Mr. B. Yeats.)

I will arise and go now, and go to Camden Town, And get a lot of waffles and a hefty lump of clay, And build a little cabin of a pleasing shade of brown, Where the road winds off to Boleside Park which lies up Hampstead way.

And there I'll keep a bee or two, and grow nine rows of beans, And live alone and listen for the beat of linnet's wings; Or else I'll grow potatoes, carrots, beetroot, winter greens, And listen to the song that Christopher (my cricket) sings.

And I shall have some peace there; (in Brixton I have none, For what with the noise of bus and tram I'm fairly off my bun.)

There in the purple twilight, when daily work is done, Mo and the beans and the bee and the beetroot and the waffles and the clay and the carrots and the cricket, old Uncle Tom Cobley and all, will probably go to the pictures.

A shipbuilding magnate, when opening a recreation room which he had presented to his employees, advised his audience to remain teetotalers until they had become millionaires. Most folks, I fancy, would elect to remain millionaires until they have become teetotalers.

In response to several requests I have much pleasure in giving a few more data under the heading of—

THINGS WE OUGHT TO KNOW.

The holes in dog biscuits are for the purpose of ventilation. Goldfish are left-handed. Bricklayers in China spread the mortar underneath the brick and then turn it over. Elijah's mantle was not an inaudible one. Giraffes will not moult if a rusty nail be placed in their drinking-water. To tell you the cheques from a bank are not.

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DON'T GO OUT WITH HIM TO-NIGHT
- G 6009 LET'S ALL GO MAD
TAKE ME WHERE THERE ARE NO EYES ABOUT
- G 6010 WHY CAN'T WE HAVE THE SEA IN LONDON?
TAKE ME BACK TO U. S. A.
- G 6032 COME AND HAVE A LOOK AND WHAT I'VE GOT
OUR KIDNIE SINGS THE BEST SONG OF ALL
- G 6646 WORST OF IT IS I LIKE IT
THE RAG TIME WEDDING
- G 6006 I WISH IT WAS SUNDAY NIGHT
I DO WISH I WAS A LADY'S MAN

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SCOTTISH BALL.

A BRILLIANT FUNCTION.

St. Andrew's Ball drew
practically all Hongkong to the
City Hall last night, and the
function was, as it always
is, a brilliant success from
every standpoint. There was
an air of infectious jollity about
the whole affair, and the
scene in the ballrooms when
dancing was in full swing was
extremely colourful and animat-
ed. The decorations have already
been described by us, and the
full list of officials given, so that
little else remains to be added.

His Excellency the Governor
was, on arrival, received by the
Chiefstain (Mr. J. Reid) and mem-
bers of the General Committee, by
whom he was escorted upstairs,
headed by pipers.

After the eighth dance, the
official supper party was piped to
the Theatre, where a first-class
menu was served.

The toast of the King having been
honoured, the President said, Your
Excellency, Ladies and Gentlemen.

It is my privilege and honour on
this, the occasion of our annual cele-
bration, to extend a hearty welcome
on behalf of the St. Andrew's
Society to all our good friends,
whose presence with us to-night we
greatly appreciate. I trust you are
all enjoying yourselves and, although
our numbers are steadily increasing
and out-growing our accommodation,
we are glad to feel that year after
year we can meet for the sake of
Auld Lang Syne, and it is my hope
that tonight, as we say in Scotland,
you will make "the house your ain."

I have no intention of treating
you to a harangue on the good
qualities of the Scottish Race—they
are well-known to you all. About
our bad qualities—and like other
folk we have a few—the least said
the better. We get the name of
being dour and channish folk, but
after all, this can scarcely be count-
ed a fault. Our dourness often
covers a kind and gentle nature.

And as for channishness—what is it?
It belongs to every nationality in
the world. For example, take the
wee Scottish country village, where
families combine and bicker and
scrap with their neighbours—but let
the inhabitants of another village
raise any question touching their
honour, be it what it may—in the
most of cases it doesn't amount to any-
thing—you then have the makings
of a right good quarrel. The com-
bination then becomes village
against village, all personal
animosity in each case being sub-
merged for the time being. In the
same way you have on a larger scale
county against county on some, as
often as not, unimportant subject.

What I want, however, to bring out
is, that at the heart of all, the spirit
of our Country is sound. (Applause).
I speak for my native land and ask
you to combine as our forefathers
did in the days of Wallace and
Bruce to stand by your nationality
and uphold the spirit which these
heroes instilled into the hearts of
our people at a time when Scotland
was struggling for her true place in
history. You are not to think that
I am preaching "Home Rule for
Scotland." Far be it from that—
there is no true Scotman who would
go back on the alliance made with
our neighbours across the border.

It was amply proved in the Great
War so if it can be called channish-
ness let us have more of it.

Nationality.

Speaking of nationality, I should
like to mention that at the present
day, when education is a much dis-
cussed subject, it should not be for-
gotten that our country sets a high
standard in this respect, and it be-
lieves us, who have children, to give
them the benefit of education in
their native land.

My advice to the younger Scottish
generation will be this: Marry a
Scotch lassie—they still breed bonny
Scotch ladies—and if you should
be blessed with children, bring them
up with a love and reverence for
their Ain country.

I am afraid I am blowing my horn
somewhat loudly but I hope I may
be forgiven for it; this is our great
yearly opportunity and why not take
advantage of it?

A word of praise would not be
amiss at this time to the Scottish
Company of the Defence Corps,
which is now in a fine healthy con-
dition, thanks to our worthy John
Ross and his able lieutenants, and
the enthusiastic spirit of all its
members, and as for our Pipe Band,
it is one that would be hard to beat
anywhere. (Applause).

Being a Lowland Scot and having
from the land of Burns, I should
just like to quote our poet in con-
clusion. "It's only two lines and

OUR POOR DAY.

ST. VINCENT DE PAUL SOCIETY.

The Society of St. Vincent de
Paul will again make its annual
appeal to the public of Hongkong
on Monday, 1st December, when it
will hold its yearly street Sale of
Roses. Last year's "Our Poor
Day" was a great success, over
\$5,000 being collected.

Preparations for Monday are now
nearly complete, about 150 young
ladies have kindly offered their ser-
vices. To facilitate the workers there
will be replenishing depots at the
following places:—Lower terminus
Peak Tramway, Hongkong Hotel,
King Edward Hotel, Star Ferry
Piers (Hongkong and Kowloon),
Brunswick Studio, Ice House
Street; Mid. Hotel, No. 2 Canal
Road; also at Mr. Albuquerque
Castro, Carnarvon Buildings,
Kowloon.

The "Our Poor Day" will be at a
Charter Road (offices of J. M.
Alves & Co., Ltd.) where a number
of shroffs kindly loaned by the
Hongkong and Shanghai Banking
Corporation will be in attendance
to receive the collecting tins. All
the tins are numbered, so that
each collector will be able to know
the results of her efforts.

The calls on the Society's funds
are increasing as a result of greater
number of cases of unemployment,
the increase in rent and in the cost
of living.

In addition to relief in the shape
of food, clothing, shoes and rent
etc., for the poor Society also
devotes itself to the education and
general well being of poor children,
and at this Christmas season we
are asked to share our fortune with
those upon whom fortune does not
smile and help to bring a little
happiness into the lives of those to
whom joys and pleasures of
Christmas are unknown.

RAID ON A VILLAGE.

BUFFALOES AND BULLOCKS TAKEN AWAY.

Ho Tak village, near An Pui, in
Chinese territory, was raided by a
gang of armed men about one
o'clock yesterday morning, and three
buffaloes, six bullocks, money, jewel-
lery and clothing taken from the
villagers. About forty men entered
the village armed with rifles, re-
volvers, daggers and poles and
rounded up all the men there and
imprisoned them in a house, tying
their hands behind their backs.
They then ransacked the houses,
taking away with them all the
money and valuables they could lay
their hands on and driving away the
buffaloes and bullocks.

It is believed that the men are
disbanded soldiers.

SCOTTISH COMPANY H. K. V. DEFENCE CORPS.

CHURCH PARADE.

To-morrow, Sunday, being St.
Andrew's Day, the Annual Church
Parade of the Hongkong Volunteer
Defence Corps, Scottish Section, is
to take place at the Union Church.

The Company will assemble at
the Volunteer Headquarters in
Garden Road and will march to the
Church under command of Lieut.
J. B. Ross, headed by the pipe
band. The officers and committee
of the St. Andrew's Society are to
attend the service, which will be
conducted by the Rev. J. Kirk Mac-
donald, the minister of the Church.

to my mind describes the sentiment
which we would like to see more
of:

"That aeneas and worth, o'er a' the
earth
May bear the gree, and a' that."
(Applause).

The Haggis.

The haggis, carried by Mr. West-
sted, was played in by Mr. Talon,
who chose "Brose and Butter" as
his tune, Mr. Douglas Wilson follow-
ing with the "Borley Bree."

At the conclusion of the supper,
the platform party marched away
to the lively air "The Back of Bon-
nachie."

After supper, the official party
was again piped back to the
ballroom, and dancing was kept
up until the early hours of this
morning, everybody having spent
a most memorable and
enjoyable night.

The Chiefstain entertained a party
to dinner at the Hongkong Hotel,
when pipe music was discoursed by
Messrs. W. Noll Drummond and
Wollsted.



COW & GATE MILK FOOD

The only British product of its kind on the market.
High awards at all exhibitions.

BABIES LOVE IT!!

OBTAINABLE AT ALL CHEMISTS & STORES.

Sole Agents: A. S. WATSON & COMPANY, LIMITED



NEW SEASON'S SUITING
LIGHT TWEEDS, SERGE,
GABARDINES, etc.

WOOLLEN OVER COATINGS.

FINEST-WOOLLEN UNDERWEAR
THETA-WOLSEY'S
JAEGER'S.

"ARROW" BRAND
HARD & SOFT
COLLARS

DISTINCTIVE-STYLES.

I. R. MORLEY'S
HIGH GRADE PURE WOOL
GOLF HOSE and SOCKS
ALL COLOURS—
MODERATE-PRICES.

FINE FELT HATS

J. T. WARDS HARDEMAN'S
BATTERSBY'S JOHN B.
STETSONS.

PURE WOOL
COAT SWEATERS
VESTS
VARIOUS COLOURS & DESIGNS.

MEN'S FANCY-SILK
SCARVES

ATTRACTIVE
COLOURS AND DESIGNS

NEW SHIPMENT

HANAN'S
BOOTS & SHOES
LATEST STYLES

A VISIT TO OUR STORE WILL CONVINCE YOU
THAT WE OFFER THE HIGHEST GRADE GOODS AT

—: LOWEST PRICES —:

THE SINCERE Co., Ltd.

EMPIRE EXHIBITION.

THE HONGKONG CONTINGENT.

Eighty-two members of the
Chinese delegation to the Empire
Exhibition returned to Hongkong
by the Blue Funnel steamer
Telamon yesterday morning. The
ship came into port shortly after
a clock and immediately went
alongside her wharf at Kowloon.
The early arrival of the ship
prevented a more representative
welcome being given to the

returned people. Mr. Chow Pak-tim, Commerce by Messrs. Butter
acting Secretary of the Chinese and Swire.

The Telamon's complement
included about ten women
who were engaged in connection
with the exhibit of silk-producing
instituted by Sir Robert HO
Among the men, Mr. Ho

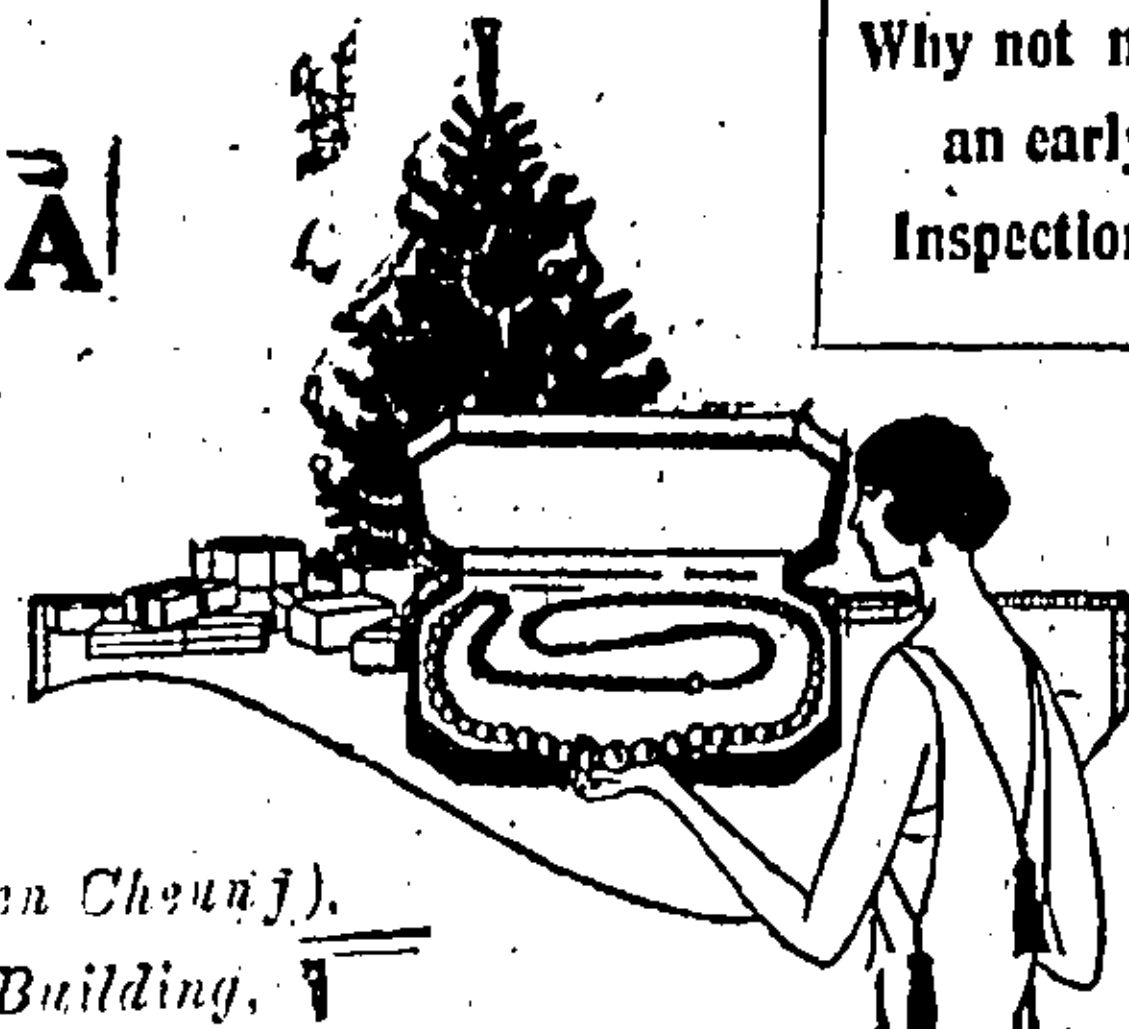
The disembarkation took place
with the usual building and bust
ling accompanied with ladies from
the Telamon's came to the ship
being taken to the hotel by
a special launch. The women of
the Telamon's came to the ship

Xmas Gifts

WHAT FINER GIFT THAN A PIECE OF
Genuine Jade Jewellery ?

Necklets, Rings, Bangles, Brooches, Pins,
Pendants etc.

THE
CHINA
JADE
CO.



Why not make
an early
inspection ?

A Fresh Consignment just received of the following
well-known preparations:—

URODONAL PAGEOL

For Rheumatism Gout, etc. For Kidney Trouble etc.
Price \$1.75 Price \$1.75

To be obtained at

THE COLONIAL DISPENSARY.
14, Queen's Road. Telephone C. 1877.

Regum Tooth Paste

Whitens the Teeth
Harmlessly

How it does clean; you'll notice yourself
that your teeth actually become whiter!
Regum Tooth Paste has been composed to
secure the utmost in cleansing qualities. It
supplies just enough friction; not too much.
And refreshing! You will long know the
clean, after-sensation from the use of Regum
in your mouth.

Regum prevents tender bleeding gums.

OBTAINABLE

AT

A. S. WATSON & CO.

Ask for a Trial Tube.

DISTRIBUTERS

Getz Bros. & Co., of the Orient, Ltd.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1118. 25, WING WOO ST.
Central.



Be Sure & Get
a Box Like
This

The genuine Zam-Buk is always enclosed in a sealed
arton as shown in facsimile above, and is accompanied
by complete directions for use in twelve languages.
The outstanding power and reliability of Zam-Buk in skin
diseases and injuries is due to its pure and rare herbal
character. Don't experiment with crude dressings and common ointments
containing poisonous animal fats and poisonous mineral drugs.
Zam-Buk is composed of complete efficacy in eczema, dhotie's itch, prickly
heat, sore throat, ulcers, piles, poisoned wounds, scalp diseases,
ectopic blisters, burns, etc. Be sure and get a box like that shown above.
Of medicine dealers everywhere.

THE WORLD'S GREATEST SKIN-CURE

EARLIER TELEGRAMS.

SUDANESE TROOPS MUTINY.

Cairo, Nov. 28.
Two platoons of the 11th Sudanese regiment at Khartum
mutinied and rushed the military hospital, killing one British and
two Syrian doctors. British troops fired on the mutineers who
suffered severe casualties.

London, Nov. 28.

In connection with yesterday's arrests at Cairo, it is declared
here that no doubt whatever is entertained in British well-informed
quarters of the existence of an extensive underground conspiracy,
although nothing is known of special designs against individuals.
The arrests were made in the nature of special precautions which are
being taken. Additional arrests have been ordered for the same
reason.

Cairo, Nov. 28.

The Egyptian police are arresting thirty-five persons presumably
as a precaution. Twelve arrests have already been made. The
Alfarsa understands that the three persons arrested yesterday
were suspected of conspiring against the lives of General Allenby
and the present members of the Cabinet. The leader of the local
students was arrested by the Egyptian police.

General Allenby did not attend the St. Andrew's dinner owing
to illness.

In view of the continuance of the students' strike, the Ministry
of Education has issued a statement that the schools would be con-
ducted irrespective of the numbers present.

Ex-Premier Rushdi Pasha favours the submission of the dispute
to the League of Nations. He is surprised that the Government
hitherto has not taken an official step in this sense.

The Alfarsa understands that Persia is ready to raise the
question with the League on behalf of Egypt.

A meeting of the Wafd, or Nationalist Delegation, attended by
several Zaghlulist ex-members of the Cabinet passed a resolution
protesting against the declaration of Ziwat Pasha to the representa-
tives of the foreign press wherein *inter alia* Ziwat said that he hoped
to come to an agreement with the British Government in regard to
the waters of the Nile. The resolution declares that the statement
savours of fear on the part of the Egyptian Government "a fear
that the people do not feel." The nation does not ask for an arrange-
ment in regard to the waters of the Nile. It insists on the rights
of Egypt in the Sudan.

The resolution protests against the Government's consent to
the withdrawal of the Egyptian troops from the Sudan and against
the arrests of deputies and expresses the opinion that in allowing
such action the Ministry has accepted the British attack on the
Constitution and declares that the acts of the Government, which has
not faced Parliament and has not obtained Parliament's confidence,
are null and void and impossible of ratification by the country.
—*Reuter*.

Paris, Nov. 28.

The *Petit Parisien* understands that the British Ambassador has
expressed to M. Herriot the thanks of the English Government for
France's loyal and impartial attitude in the Anglo-Egyptian crisis.

The *Journal* announces that a group of French scholars and
writers have formed a pro-Hindoo committee in order to develop
intellectual relations with India.—*Havas*.

EAMON DEVALERA RELEASED.

London, Nov. 28.

Mr. Eamon Devalera who was arrested on the 1st November
at Belfast and sentenced to one month's imprisonment, has been
released. He motored to Adavoye, on the Armagh side of the border
and was placed on a train for Dublin.—*Reuter*.

Warsaw, Nov. 28.

Sixty thousand textile workers at Lodz have struck owing to
the mill-owners refusing to grant them 23 per cent. increase of
wages.—*Reuter*.

THE INCOMPARABLE PICTURE OF THE SEASON

THE MOST CELEBRATED EUROPEAN STAR

DIANA KARENNE

— in —

"THE MARTYR QUEEN"

The most wonderful picture of the ill
fated Marie Antoinette is given by the
incomparable Diana Karenne. Enacting
a role of heavy dramatic exactions the
fascinating star succeeds in registering
almost the entire gamme of emotions in
a manner of such certainty that her
work in this excellent feature touches
the uppermost point of the dramatic
attainments of her career.

TO-DAY ONLY

5.15 and 9.15 p.m.

DON'T MISS YOUR LAST CHANCE

STARTING TOMORROW

6 and 9.15 p.m.

NORMA TALMADGE

— in —

"THE NEW MOON"

A powerful and vivid story of Russia under
"Red" rule.

USUAL PRICES

WORLD THEATRE

Wm. POWELL Ltd.

Telephone Central 3146.



AUTUMN and WINTER

UNDERWEAR

NOW SHOWING

Our range of Underwear for Autumn and
Winter has been very well selected. It
has been made for us by the leading
British Manufacturers and comprises the
celebrated "Viyella" and "Theta" Brands,
also our Famous "Dome" Make.



Vests.—Half or Long Sleeve.
Drawers.—Knee or Ankle Length.
also
Combinations.

Hose and Half-Hose

We have received a new stock
of Cashmere and Worsted socks
in many plain colours and
fancy designs.

Price from.....\$1.50

Golf Hose

in Lisle Thread, Cashmere, and
Fingering Wool in many new
designs.

Price from.....\$4.00

DOME MAKE



This is made expressly for as and con-
stitutes the utmost in underwear value.
It is fully guaranteed and will be replaced
if found unsatisfactory.

Price from\$4.75

We invite your inspection without obligation to purchase.

Wm. POWELL, Ltd.

Gentlemen's Tailors & Outfitters
Hongkong Hotel Buildings.

Douglas Fairbanks in the THIEF of BAGDAD

This beautifully fanciful story was born of
a poet's dream in Araby and made into an
entrancing reality by Douglas Fairbanks.

It breathes the spirit of imaginary worlds
where the unusual is usual, the impossible is
possible, and Romance and Adventure are
Life, Itself.

You will see the Thief fly through the clouds
on a Magic Carpet, soar past the moon on a
Winged Horse, and out of the ground, with
Magic Seeds create a gigantic army.



NOT TO BE SHOWN "anywhere else" THIS YEAR

"Happiness
Must Be
Earned"

TO-DAY AT

2.15, 5.15, 9.15
Price \$2.00 & \$1.00

AT

THE CORONET

NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

5 WORDS—
\$1.00 for 3 insertions
\$1.50 if not prepaid
State if Box; No. is required

WANTED.

YOUNG CHINESE, with American University education and some Commercial experience, SEEKS POSITION in any capacity. Please apply Box No. 1238 c/o "Hongkong Telegraph."

TO BE LET.

TO LET—Office Room in Central position. Apply—Linstead & Davis Alexandra Building.

TO LET "AVA HOUSE" No. 1 May Road, From 15th March 1925. Furnished Seven roomed house 4 bathrooms, hot and cold water, Tennis court and garden. Apply to Arratoon V. Apcar, Prince's Building.

FOR SALE.

FOR SALE—KELLET MA-NOR BEING NO. 185 THE PEAK POSSESSION NEXT MAY.—H. Percy Smith No. 6, Des Vaux Road Central.

BARGAIN.

Ladies Woollen Sports Coats going Cheap at the CHINA AUCTION ROOMS.



HOLYOAK, MASSEY & CO., LTD.
Distributors
Queen's Bldg. Tel. C 673.

NORMA TALMADGE

"THE NEW MOON"

A powerful and vivid story of Russia UNDER "RED" RULE Starting Saturday

WORLD THEATRE

EAT HOVIS BREAD

A Household Treasure

Nourishing, appetising, delicious
No wonder the Children Love It.

THE CRISP GOLDEN CRUST OF HOVIS APPEALS TO HEALTHY YOUNG APPETITES.

Hovis is the Germ of the Wheat

MADE DAILY BY

Cafe Wiseman



(Lane, Crawford, Ltd.)

Tel. C. 407.

ST. ANDREWS CHURCH, KOWLOON.

Sunday, Nov. 30th
St Andrew's Day.

SPECIAL SERVICE

8.15 a.m. 11 a.m. 8 p.m.

EVENING ANTHEM,
"God is a Spirit"

11 a.m. Preacher:

Rev. G. E. Arrow Smith, M.A.

6 p.m. Preacher:

Rev. G. E. Lindsay, M.A.

All Seats are FREE.

NOTICE.

I beg to state that on and after 1st. December 1924 my office will be on 8th floor, Poddar Building, No. 12, Poddar Street, Tel. C. 4667, or C. 4803.

A. W. GRAHAM-BROWN,

A. R. I. B. A., F. S. A. (Scot.)

Architect & Surveyor.

NOTICE.

Scrip No. 8312 for 100 shares in the Hongkong & Whampoa Dock Co., Ltd.

registered in the name of Mr. Sou Kon Chi.

Scrip No. 8304 for 100 shares in the Hongkong & Whampoa Dock Co., Ltd.

registered in the name of Mr. Sung Chit Sam.

NOTICE is hereby given that the above-mentioned scrip, the property of the undersigned, have been obtained from them by false pretences and that any person to whom the same are offered for purchase should before purchasing communicate with the undersigned.

CHAN CHAN NAM & CO.,
Share & Real Estate Brokers,
China Building, 6th floor.
Hongkong, 28th, Nov. 1924.

NOTICE OF REMOVAL.

GIBB, LIVINGSTON
& CO., LTD.

THE HONGKONG ELECTRIC CO., LTD.

ON and after 1st. December, 1924, our address will be as follows:—
NEW P. & O. BUILDING.

CORRESPONDENCE.—desired with persons interested in purchasing or selling merchandise in the U.S.A. The Globe Drug Co., (G. T. Edwards) 1799, Mo Allister St. San Francisco, Cal., U.S.A.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra Logan, W.
Alves A. A. Matheson, R. T.
Bagram, J. T. Nissim, A.
Benjamin, V. Olson, C. W.
Birkett, H. Postonji, R.
Cox, M. J. Potts Geo. H.
Croucher, N. V. A. Potts, P. C.
Ellis, F. M. Raymond, E. M.
Gould, Joseph. Silva, F. M. N. da
Guttorres, A. A. Smyth, F. R.
Lammert, Geo. A. Tester, P.
Lammert, H. A. Kow Fred.
By order of the Committee,
A. NISSIM,
Secretary.

NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:

A. H. Carroll Sou Kon Chi
M. A. Razack Harry O. Odell
J. W. Kow Soo Poi Shao
O. Kitchell W. J. Carroll
Yip Yung Pak P. M. Hodgson
F. M. L. Soares M. P. Lo
H. E. Edwards F. X. V. Ribeiro
J. F. Grose Lau Tak Po
V. Yvanovich A. A. Lopes
A. P. Greaves F. X. d'Almada
Kemedios

H. M. H. Esmail Jack Behar
By order of the Committee,
J. W. KEW,
Secretary.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD.

20 min. from Star Ferry by Kowloon City Bus.
Come and buy our hand-knitted COATS, SWEATERS, JUMPERS, SHAWLS, SCARVES, SOCKS, and all kinds of CHILDREN'S WOOLLIES.

Latest styles in "Fair Isle" and plain and fancy Jumpers.
Orders taken for knitting in wool or silk. Tel. K. 101.
K. BESWICK, Supt.

Other notices appear on Page 9, 12.

REPULSE BAY HOTEL

FANCY DRESS CARNIVAL

SATURDAY, December 6th.

DANCING 8 p.m. to Midnight.

FANCY OR EVENING DRESS OPTIONAL.

Coach to Peak Hotel 12.00 Midnight

Late Car to Peak at 1.00 a.m.

Bookings at Hongkong and Repulse Bay Hotels

ROOF GARDEN

THE DANSANT DAILY

4.30 p.m. to 6.30 p.m.

ADMISSION \$1.00 INCLUSIVE

THE HONGKONG & SHANGHAI HOTELS, LTD.

P G. PRELLER & CO'S.

Famous

BORDEAUX WINES

Agents:—

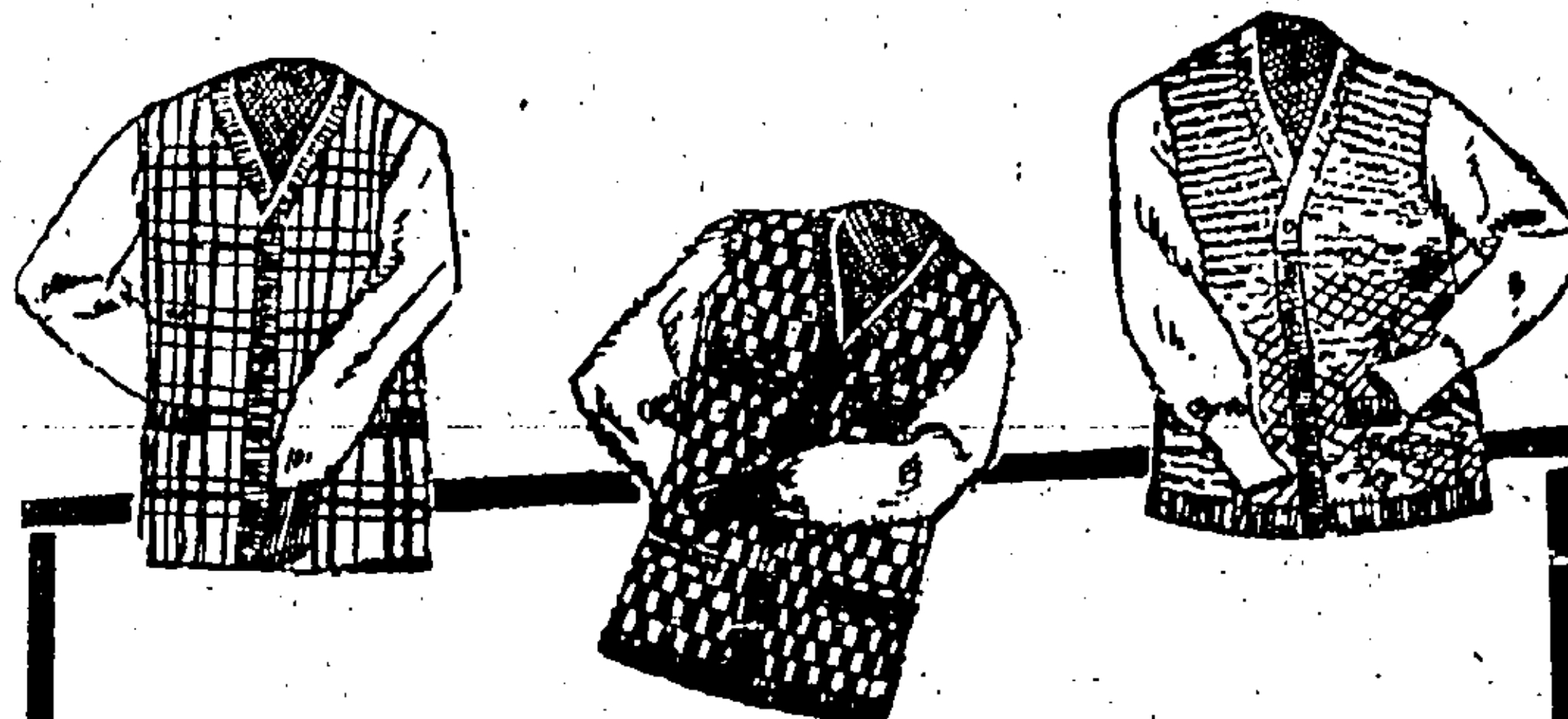
SIEMSEN & CO.

On Sale at:—

THE WING ON COMPANY, LTD.

You ought to see it, though

"THE LAW FORBIDS"



UNUSUAL VALUES

IN

WOOLLIES

Great variety of colours and designs at reasonable prices. Ideal for the Golfer or any Sports wear.

PLAIN KNIT IN VARIOUS SHADES OF GREY, FAWN, BROWN and LOVAT MIXTURES.

\$16.50. \$21.00.

PLAIN AND FANCY MIXTURES IN PURE CASHMERE.

Very Special Value \$27.50.

WOOL AND CASHMERE IN THE NEWEST FANCY DESIGNS.

\$18.50. \$25.00. \$32.50.

All sizes in stock from 34 to 40 inches chest measure.

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS.

Alexandra Building

Des Vaux Road.

FORTHCOMING AUCTION SALES.

CHINA AUCTION ROOMS.

China Building,
Ground Floor.

[If you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS.

E. V. M. R. de SOUSA,

Auctioneer.

Tel. C. 4453.

By Order of the Mortgagee PARTICULARS AND CONDITIONS OF SALE

of the
Valuable Leasehold
Property
situate at

Victoria in the Colony of Hongkong and known as

Inland Lot No. 1291 together with No. 48, Elgin Street.

thereon—

to be sold by

PUBLIC AUCTION

on

WEDNESDAY, the 3rd day of

December 1924,

at 3 o'clock p.m.

at their Sales Room, Duddell

Street, Victoria, Hongkong, by

Messrs. LAMMERT BROS.,

Auctioneers.

This Property consists of:—

All that piece or parcel of

ground situate at Victoria Hong-

kong and known and registered

in the Land Office as Inland Lot

No. 1921 together with the mes-

sage, erections and buildings

thereon erected and known as

No. 48, Elgin Street. The Prop-

erty is held for the unexpired

residue of the term of 999 years

from the 22nd. January 1844,

created by an Indenture of

Crown Lease of the said Inland

Lot 1921 dated the 30th. day of

August 1892 and made between

Her late Majesty Queen Victoria

of the one part and the Hong-

kong Land Investment and

Agency Co., Ltd. of the other

part. Annual Crown Rent \$6.00

Area about 975 square feet.

For further particulars apply

to:—

Messrs. LO AND LO,

Mortgagee's Solicitors

or to

Messrs. LAMMERT BROS.,

The Auctioneers.

Hongkong, 26th. Nov. 1924.

TO AVOID PAIN AFTER EATING.

Thousands who have tried it, including many people in this Colony say that the surest way to avoid pain and discomfort after eating is to take two or three tablets of Bismarated Magnesia after each meal. This prevents food fermentation and the resultant formation of gas and acid, and enables even the worst dyspeptics to eat almost anything without the slightest danger of distress to follow. If pain has already started, or in cases of acute digestive weakness, Bismarated Magnesia acts almost like magic, usually bringing complete relief in five or six minutes. If you want to enjoy your meals get a package of wonderful Bismarated Magnesia tablets and take as directed; all chemists sell this honest cure and the chances are 100 to 1, if you take as directed, that you'll soon be telling your friends that Bismarated Magnesia is the finest thing in the world for indigestion. Try it and see for yourself, but be sure to see the oval Bismag sign on the package when buying.



Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Thursday, the 4th. Dec. 1924, at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large and Fine Selection of European Toys

comprising:—

Dressed Dolls, Aluminium and

Porcelain Tea Sets, Stockings,

Furniture Sets, A. B. C. Blocks,

Building Blocks, Animals, Cook-

ing Stoves, Guns, Drums,

Trumpets, etc., etc.

On View from Wednesday the 3rd. December 1924.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

TRUE TONE

is not only pleasant to hear but is important to beginners, who will learn more rapidly by practising on a piano which is well made true, in tone and responsive of touch such as

THE MORRISON PIANOS

Let us show you at

TSANG FOOK PIANO CO.

84 a. Wanchai Road.

Telephone No. Central 2127

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS. MONUMENTALISTS, &c. OFFICE 131D, Wyndham St. Tel. C. 259 Hongkong.

ESTIMATES FREE for complete SANITARY INSTALLATIONS.

HOT WATER SYSTEMS—&c.

Specialists in Monumental Work cut from

ITALIAN MARBLE—POLISHED and/or

FINE PUNCHED HONGKONG GRANITE.

ARTIFICIAL WREATHS IN STOCK.

THEATRE ROYAL

SIX NIGHTS

Commencing at NINE O'clock

December, 12th, 13th, 15th, 17th, 19th, and 20th.

The Yeomen of the Guard

BOOKING NOW OPEN

AT ANDERSON'S

Prices: \$5.00, \$12.00, and \$18.00

THE ALL-BRITISH CALCULATING MACAINE



Is adaptable to all commercial calculations, as for example:

Invoice extensions Actuarial work
Foreign exchange Costing
Freight rates Averaging
Percentages Pro rata calculations
etc., etc.

GUY'S CALCULATING MACHINES, LTD.

Truro Works, Truro Road, Wood Green, London, No. 22.
For particulars and demonstration apply to:

SHEWAN TOMES & CO.

Import Department

Sole Agents

Stocks Carried.



ASAHI BEER

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents--

Mitsui Bussan Kaisha, Ltd.
HONGKONG.

HALL'S DISTEMPER

The KING of Water Paints

It's Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters.

Write for our Brochure on "How to decorate your Home" to

William C. Jack & Co., Ltd.

Sole Agents.
HONGKONG & SOUTH CHINA

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

No. C. 1993.

119 Jervois Street

Our Greatest Sale Now Going On!

An unusual opportunity to purchase
reliable goods at cheap prices

BARGAINS IN EVERY DEPARTMENT

COME AND CONVINCE YOUR-
SELF OF THE BARGAINS

YEE SANG FAT CO.

Telephone C. 1355. 34, Queen's Road.

LAI WAH Co., Ltd.

Nos. 139-141-143-145-147, Des Vœux Road Central.

TELEPHONE NO. C. 2300 & C. 4433.

P. O. BOX No. 303.

CABLE ADDRESS "LABURNUM"
HONGKONG

GENERAL IMPORTERS WHOLESALE
AND RETAIL.

Dealers in Piece-goods & Chinese Silks of all Kinds,
Drapery, Mercery, Hosiery, Haberdashery, Embroidery,
Rugs, Blankets, Quilts, Perfumery, Toilet Articles,
Underwear, Handkerchiefs, Umbrellas, Leather Goods,
Jewellery, Watches, Clocks, Ice and Hot Bottles,
Boots, Shoes, Hats of Different Kinds, Earthenware,
Tailoring and Outfitting.

FLOGGED GIRL.

Allegations Against Society
Beauty.

A study for the neurotist seems to be indicated in a story from Budapest of a girl being imprisoned and flogged by a society beauty.

Atrocious ill-treatment of a beautiful girl seamstress in a suite at the Ritz Hotel, the most fashionable in Budapest, is alleged against Charlotte Roode, a celebrated society beauty, who was formerly in Budapest opera and is well known as a singer.

She engaged as a needlewoman pretty Mathilde Metzler, aged 19, a friendless orphan. Mathilde, formerly a plump, bright-eyed girl, is now almost a skeleton, and told the police she was kept a prisoner for three months in two rooms in the suite. She was obliged to work unclothed at a

sowing machine she says, and was flogged, kicked, bitten, pinched, and deliberately starved.

Before leaving Budapest, Roode restored the girl's clothing and dictated a statement to her which she made her sign, declaring everything that happened was treatment for hysteria. Then Roode gave Mathilde her liberty.

The employment association through which Mathilde was engaged have begun proceedings. The Ritz management never saw Mathilde after her arrival and believed Roode's story of hysteria.

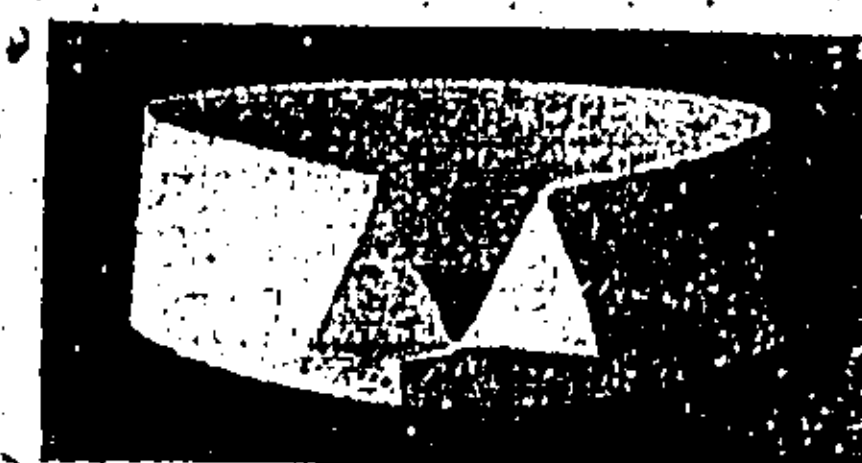
SPOIL GUARDS' HORSES.

So many sweet foods have been given to the horses of the sentries on duty in Whitehall that the horses perform poorly in training manoeuvres. The guards are forbidden to speak to the public, and thus are unable to prevent their horses from being fed with "dainties."



DRESS SUITS

a speciality.



DRESS COLLARS

1 1/2" 2" and 2 1/2" deep and in quarter sizes

(with Square or Round Wing)

Price.....\$5.50 per doz.

Gentlemen's EVENING DRESS WEAR.

We start right by stocking only the most suitable and dependable materials. Special care being taken in London to ensure us receiving only the most up-to-date and immaculate dress wear.

You are invited to inspect our stock without obligation to purchase.

DRESS SHIRTS

In French Pique in the New Semi-Stiff Style—the shirt of perfection.

also

STIFF FRONT—with one or two studs.

PLEATED FRONT—a large assortment in plain or mercerised cloths.

Price from.....\$5.75

STUDS

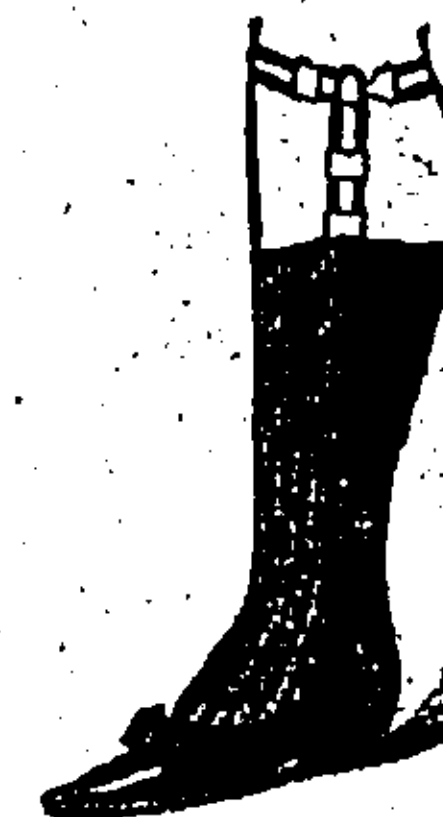
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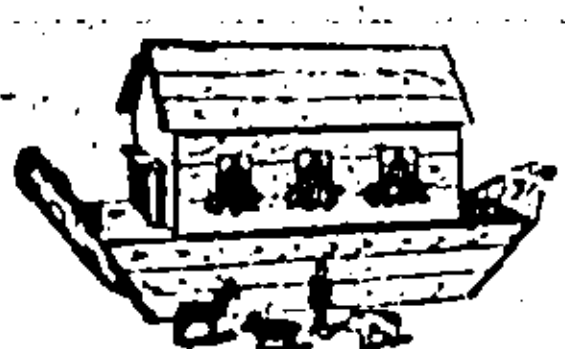
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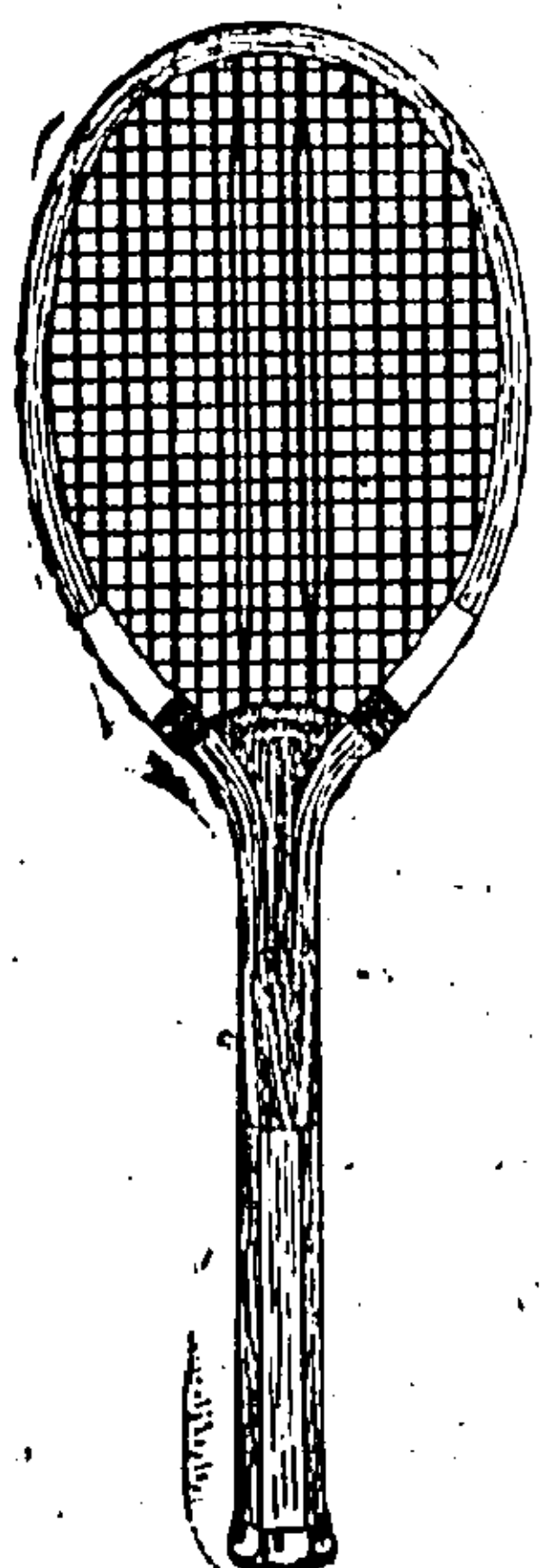
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ANNOUNCEMENT.

The wedding arranged between Mr. George W. Sellers, C.A., and Miss I. W. Hamilton, on route from home on board the s.s. "Macdonald," will take place at the Peak Church at 4 p.m. on Monday the 15th December 1923. No invitations are being issued, but all friends will be cordially welcomed both at the ceremony and at the reception to be held subsequently at "Craig Rylie," No. 13 the Peak.

The Telegraph.

HONGKONG, 29th Nov., 1924.

SCOTLAND'S DAY.

With a warmth of hospitality which is characteristic of the race, local sons and daughters of Caledonia last night entertained, in time-honoured manner, those whose misfortune it is to have been born of other than Scottish parents. It was a night of real pleasure—one of those relatively rare occasions when all Hongkong mixes in happy surroundings, amid an atmosphere of jollity and spontaneity which breaks down all the false and foolish social barriers of life in this Colony. St. Andrew's Ball, of 1924, will long live in the memory of those who attended it, finding a worthy place amongst the long list of past celebrations. The fact that the 30th of November falls this year on a Sunday made it impossible to hold the Ball on St. Andrew's Day, but that circumstance in no way detracted from the success of the function, which is rightly regarded as the premier social event of the year in Hongkong. All the traditions of the past were well maintained, and Chieftain Reid and his henchmen can look back on last night's ball with every gratification.

As has often been pointed out, St. Andrew's Day is a festival which is honoured far more amongst Scottish exiles than it is by the Scot at Home. It is the supposed anniversary of the martyrdom of Scotland's Patron Saint, and if it must be conceded that St. Andrew's association with "the land of the Tweed" is somewhat mythical, nevertheless the 30th of November has long served amongst Scotsmen abroad as an occasion for mirth and feasting. It is a day, too, on which precious memories of the Auld Country are revived, when the folk at Home are borne in mind, and when happy gatherings of the past are recalled, and, in memory, lived over once again. The love of their native land is amongst no people so deeply embedded in the heart as it is

with the people of Scotland, and added to that they give pride of place to no-one in admiration of the great men who have made, and are still making, the name of the Scot revered and honoured in all parts of the world. So during these days, when we are once again on the eve of another St. Andrew's Day, Scotia's sons and daughters, far removed though they may be from the Auld Country, will no doubt call to mind those stirring lines of one of their country's greatest men:—

O, Caledonia, stern and wild;
Meet nurse for a postic child!
Land of brown heath and shaggy wood,
Land of the mountain and the flood,
Land of my sires!

Broken Regulations.

Many rules and regulations must be broken here every day without any resulting action—that is, outside the Services, for the case of the corporal's singlet will be fresh in the public mind. Not, let it be said at the outset, that we advocate a stricter enforcement of some of the local laws, which it would be polite merely to term archaic. We know of some regulations, introduced during the war, which are practically a dead letter, and happily so, though they might still create qualms in the minds of conscientious persons. Others again—such as the ruling against a traffic blockage in "Brokers' Alley"—might more rigidly be enforced. But perhaps the most glaring case of a local injunction being defied is provided by the amateur photographer, usually a tourist and often of the fair sex, who calmly takes up a position on one or other of the ferry boats and "snaps" views of Hongkong Island, the harbour, wharves, and shipping (including warships). No doubt much of this apparent defiance of our laws is done through mere, blisful ignorance—of a type which it would be folly to make wise—but we suggest it is high time some of the rules and regulations were revised and the obviously unnecessary ones definitely scrapped.

"East is East . . ."

Often is it jokingly said that Hongkong is getting more like London every day, but in some respects this is actually the case, and in directions which we could do without. From armed robberies, and hold-ups, and attacks on women by footpads, we have progressed as far as shop-lifting and brazen daylight jewel and other thefts. Pedestrians now get killed also in quite up-to-date fashion, by motor-buses and taxis. But the Chinese from up-country who has hitherto dodged nothing more formidable than a wheelbarrow, will not readily learn the necessity to "keep his eyes skinned" when crossing the busy thoroughfares. We had quite a curious criticism made of this Colony recently by a visitor from Malaya, who before his return expressed the view that Hongkong was disappointing because it was not really Eastern—there was too much of the West grafted on to local life. The necessity for dressing carefully every day of his life, and pushing in a tram or ferry queue (for all the world like a "tube" rush hour, as he said) was disconcerting, and he has gone back with relief to the khaki shirt and shorts and topees of up-country Malaya. After all, there is something to be said for his point of view. Kipling's lines need revision nowadays, and especially in Hongkong do we find that East is not East, and yet West is not West, for the twain meet in fresh directions every little while.

SANITARY BOARD.

COMING ELECTION.
It is notified in the *Gazette* that His Excellency the Governor has accepted the resignation from the Sanitary Board of Dr. F. M. G. Ozorio, as from to-morrow's date. Dr. Ozorio's term of service normally expires on March 6th next, and therefore an election is necessitated to fill the vacancy on the Board. This is to take place at the Courts of Justice on December 11th, from 4 to 6 p.m. Nominations must be delivered to the Registrar of the Supreme Court not less than four clear days before the date of the election.

DAY BY DAY.

THE CRITERION OF HAPPINESS is THAT IT SHOULD NEVER HAVE BEEN CONSCIOUSLY TASTED.—*Eden Phillpotts.*

Saturday, December 27th, has been declared a general holiday.

The Army is to play the Defence Corps at cricket on the H.K.C.C. ground on Wednesday.

The master of the s.s. Takliwa, the B. I. boat from Calcutta, reports that whilst on the voyage a Chinese passenger died from beri-beri.

His Majesty the King has been pleased to approve the appointment of the Hon. Mr. P. H. Holyoak to be a Member of the Executive Council.

We regret that the pictures of the Engineer Company (Defence Corps) week-end camp are crowded out of this issue. They will appear on Monday.

Old residents of the Colony will learn with regret of the death in England, at the age of 60 years, of Mr. D. W. Craddock, for many years General Agent of the Canadian Pacific Railway in Hongkong.

The master of a trading junk was fined \$10, or ten days' imprisonment, by the Marine Magistrate this morning for anchoring within the restricted cable area, between Queen's Pier and the "Star" Ferry pier.

Whilst the Uwajima Maru, a small coasting boat, was on its way down from Kowloon on Wednesday, it ran aground at 2.30 p.m. just below Kowloon. The vessel was refloated the following day at high tide, and came on down to Hongkong. The master reports that no damage was done, so far as was known.

The well-known firm of Sir W. G. Armstrong, Whitworth and Co., Ltd., of Elswick Works, Newcastle-on-Tyne, has secured the contract from the Hongkong Government for the first section of the Shing Mun Valley water works scheme, involving the construction of tunnels through Golden Hill and Snuggler's Ridge, together with conduit connecting them. The tunnels will be 2,160 and 4,680 feet long respectively and the conduits 2,000 feet in length. The firm is shortly opening an office in St. George's Building.

"The New Moon", which is to be shown at the World Theatre on Sunday, is an impressively realistic drama based on the vital theme of Russian problems of to-day. It deals with the experience of a democratic Russian princess under the Bolshevik regime. Powerful, vivid and terrible in its effects, this superlative feature bares much that is sensual and unscrupulous in Russia's enormities committed under the name of government, at the same time holding attention closely through swift dramatic action wonderfully well visualized by the producer, Joseph M. Scharok, Norma Talmadge and a wonderful cast.

BILLIARDS.

THE PORTUGUESE COMPETITION.

In the second round of the Portuguese Inter-Club Billiards Competition, played at the Cathoic Union Club from the 24th to the 28th inst., the Club Lusitano secured a decisive victory over the Club de Recreio, winning by 274 points, having won eight games and lost only two. The scores were:—E. M. O. Remedios beat E. Remedios by 250 to 182; J. R. Soares beat F. A. Barradas, 250-200; A. C. Rozario beat E. Antonio, 250-139; J. A. Barradas beat L. Rocha, 250-170; F. A. Rozario beat J. Ribeiro, 250-227; O. F. Vas lost to F. E. Silva, 197-250; J. O. Remedios beat J. M. Lopes, 250-154; F. M. Cruz beat E. Leitao, 250-246; H. da Luz beat P. da Roza, 250-247; E. da Roza lost to P. A. Yvanovich, 151-250. The highest breaks were 51 by J. Ribeiro and 55 by P. A. Yvanovich. The final of this Competition will be played at the Club Lusitano from December 1st to 6th, when the Cathoic Union Club (winners of the first round) will meet Club de Recreio.

Bulls and Inners

From the Office Butts.

Hoo's yer held?

We are authorised to contradict the rumour that the Engineer Co., H. V. D. O., has been asked to complete Queen's Pier.

It is hoped that the popular Scottish resident of the Peak who mistook this morning's sunrise for yesterday's sunset, will be able to sit up and take a little breakfast this evening.

We admire the supreme indifference of the local advertiser, who, seeking a job, says: "Salary no objection."

One way of preventing strikes would be to give the workers twelve months' holiday every year.

That cold snap coincided with Sun leaving the South.

The advantage of donning the kilts is that you can get a moss jacket at Government expense.

We read that 1,500,000 cases of tinned salmon have already been packed in British Columbia this season. Kowloon boarders are powerless to intervene.

Dancing and high thinking are mutually incompatible, says Bernard Shaw. And yet there's a lot of thinking done about high-kicking.

The weekly change of Presidents at Peking duly took place on Monday.

More than a million dollars a week is spent on chewing gum in America. Even if they had not had Prohibition, it would only have been a matter of time before they chewed themselves dry.

Methuen's are publishing "Dogs You'd Like to Meet." Needless to add, they're not of the Hongkong variety.

It's said that modern dancing broadens the feet. To which we'll add that it thickens the head.

"Easier Golf" is being published. We presume it'll contain a chapter devoted to language.

A witness in a local will case stated that there were no lawyers in China before the Republic was established. Now we can understand why more headway hasn't been made.

"Shanghai's Puzzle," says a newspaper. How to guessee in 25 hours dancing every day, we suppose.

Radio is quite old in this Colony—the first broadcasting station was a local tea-party, and the first amplifiers were those who went home afterwards.

"Death Remains Mystery," says one of our contemporaries. Really!

On Thursday last, an alarming recrudescence of the 1923 washing epidemic was reported from the Helena May Institute.

We notice Letta's Diaries advertised by a well known local store "for 1529." Let's hope that a copy be reserved for Hongkong's museum before they are all snapped up.

Lots of folk found it fairly wet last night, despite the fact that the band played "It ain't goin' to rain no more."

This Week's Book: "The Peak Lady's Lament," by Mr. Carr.

A use for gramophones has at last been found. We read that a chief was traced by one he had installed in his home.

Jackie Coogan declares that he is tired of Europe. When he is tired of Europe, he'll find Europe tired of him.

Motor note: A car, like a headline, is at its best after its first run.

An old lady on the Peak Tram is shocked to hear that further damming will soon be in progress at Deepwater Bay golf course.

These girls on the ferry with fur coats and silk stockings must be getting cold feet.

House spiders lay as many as 60 good eggs a day. Yaumati hens find it hard work to produce one a week.

Telephone girls in Berlin are to be trained in deep breathing and voice production. Telephone users sometimes need training in voice control, especially in Hongkong.

Pushing perambulators on the pavements of London is prohibited by law. The same procedure is prohibited in Hongkong by "awank."

In Hongkong the stuff that dreams are made of can be carried in a very small vanity-case.

Hongkong wives wouldn't mind their husbands taking them to the theatre occasionally if they didn't brag about it for weeks afterwards.

Beauty Hint:—Let him kiss you; struggling only unduly develops the neck muscles.

It is not only tiger cubs who cause excitement at local matches.

The third round in the contest for the Chinese Dictatorship Shield has opened. There is still a good entry.

Shanghai maintains its reputation for the unusual. We read in one of the Northern papers that the other day "A young Russian girl was changed in the Mixed Court."

The weather's been so unseasonable at Home this year that folk returning from leave will quite understand you when you enquire: "What sort of a winter have you had this summer?"

Mr. Sowerby lectured at Shanghai this week on "Chinese salamanders and their relations." A choice admixture of natural and family history, we presume.

A Hankow press agent this week was officially given the contents of a "secret telegram" despatched by Wu to Tuan. We always knew these Chinese politicians were secretive.

Hull has held a parade of girls in the old-fashioned style of long tresses. We prefer to see the Hull lot ourselves.

"The Natural Man" is to be found in local bookshops. Well-bounded, luckily.

Illustrating the spread of the Bolshevik spirit at Home, we notice amongst new books "The Red Horse," "Red Sand," and "Pink Sugar."

The height of fashion now seems to be about a foot from the ground.

A London man 88 years of age has just seen his first cinema picture. Let's hope it doesn't corrupt his morals.

People who live in new suits shouldn't open milk bottles with their thumbs.

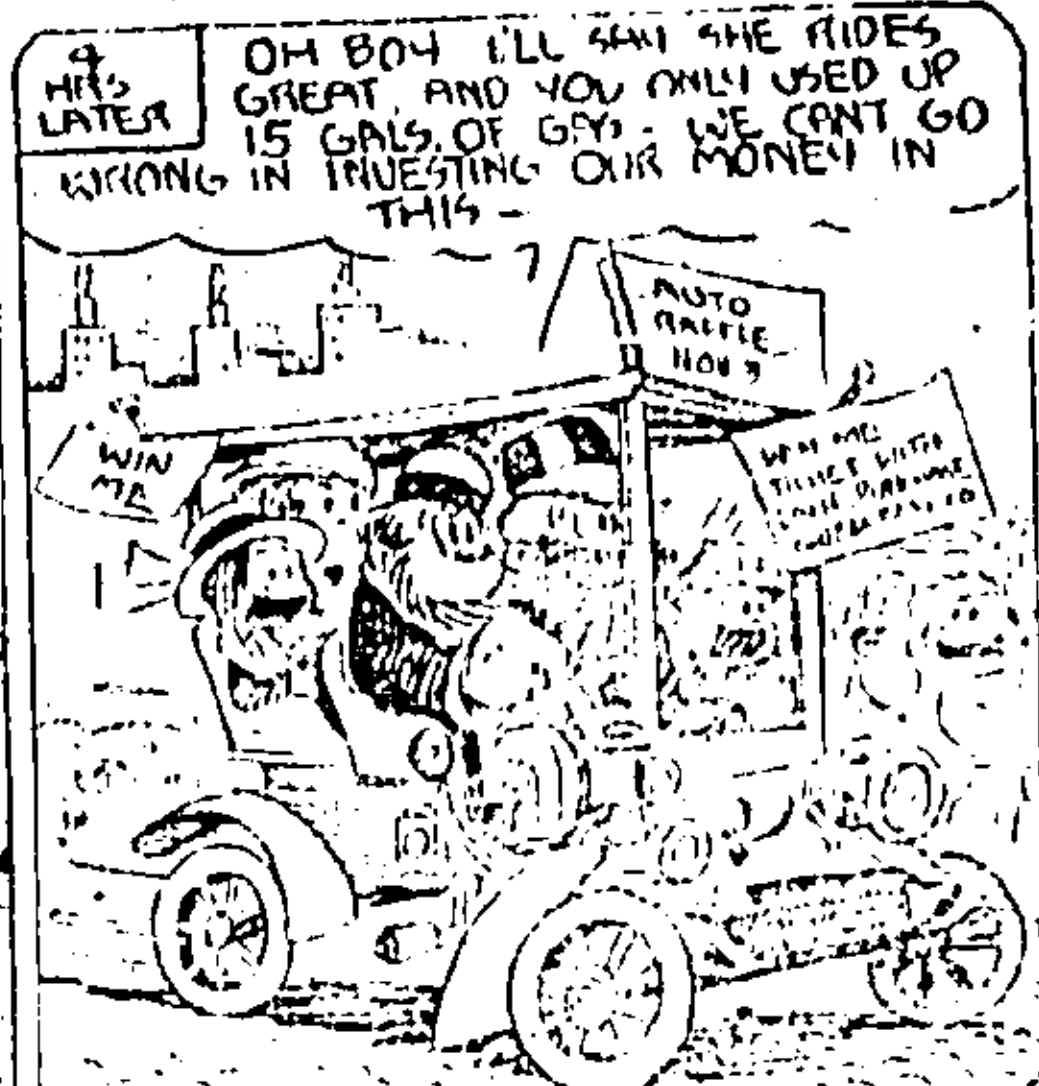
The chief family resemblance we notice among some of the local mothers and daughters is the way they dress.

The best of these sundays they are now serving up in Hongkong is that when she kisses you afterwards bigger he'll find Europe tired of him.

"Score in Dancer," says the Motor note: A car, like a headline, is at its best after its first run.

A PAGE FOR THE KIDDIES.

SALESMAN SAM



The Spendthrifts

BY SWAN

UNDERWOOD TYPEWRITERS

PRICE - H. K. \$112.50 NET.

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5 3/8 Lbs.Minimum
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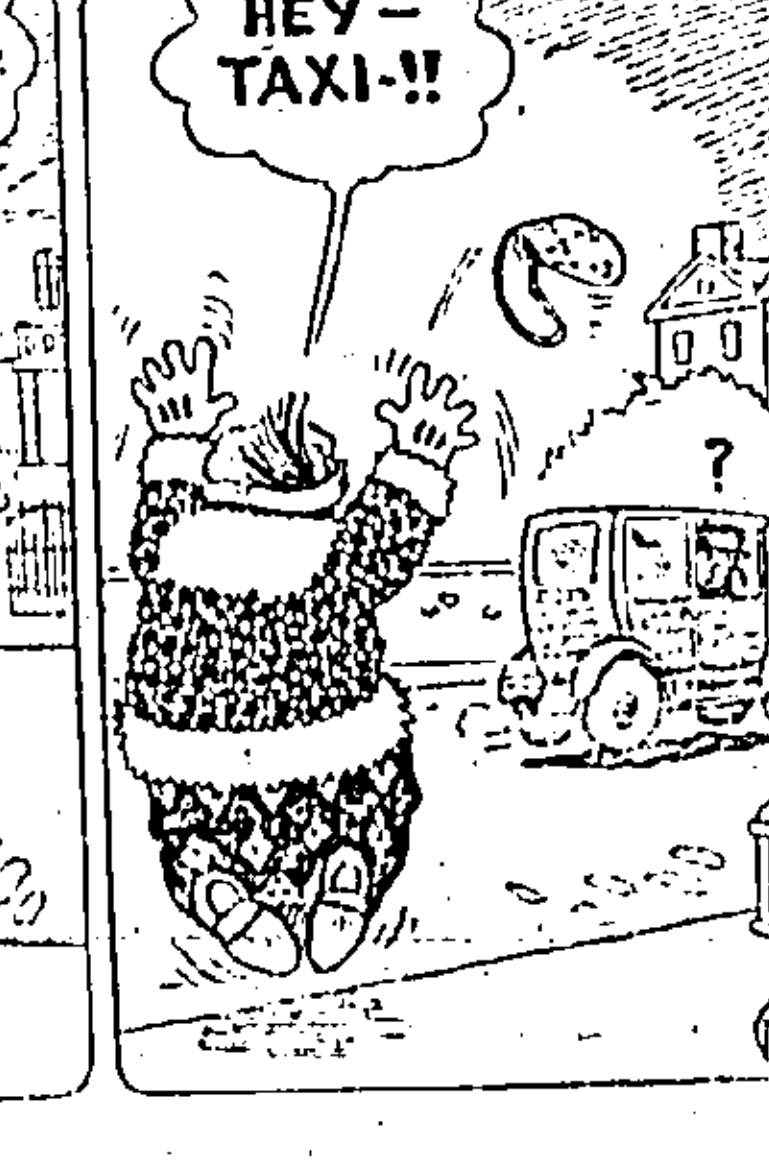
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MOM'N POP



Mom Gets There Just the Same

By Taylor

BOOTS AND HER BUDDIES



A Good Sign

By Martin

WASHINGTON: TUBBS II

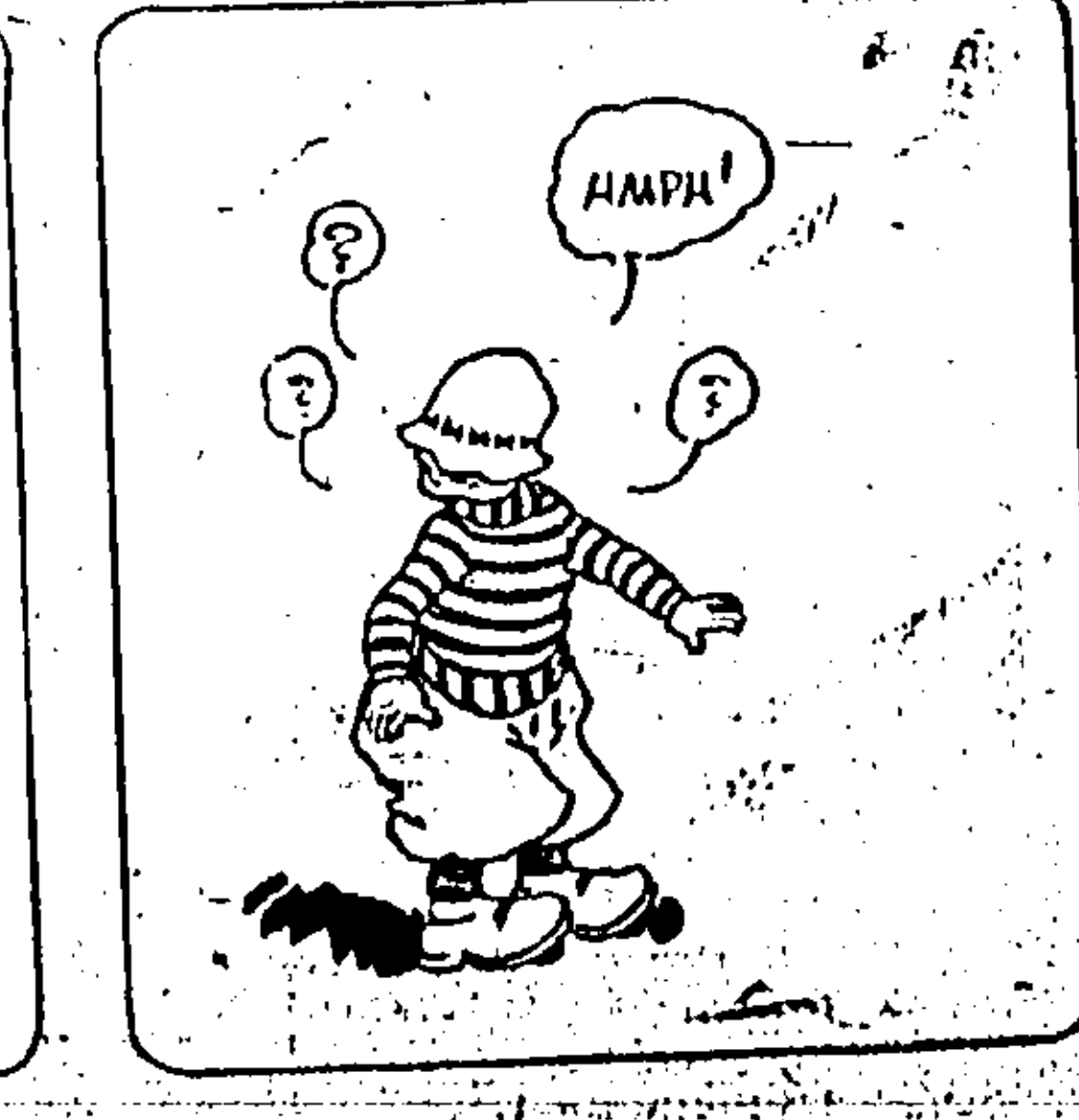


BY Crane.

FRECKLES AND HIS FRIENDS

A Bit of Magic

BY BLOSSER



FUNNY STORIES.

WEDDING BELLS.

Mrs. Hawkins—And have you made all the arrangements for your marriage, my dear?

Miss Jorkins—Well, not quite all. I've got to buy my trousseau, and take an 'ouse, and get me 'usband a job, and buy 'im a good suit o' clothes, and get some reg'lar washing work to do. An' then I'm to name the 'appy day.

—Reminds News.

TRICKS OF THE TRADE.

Conductor—Is that child five years old?

Lady—Oh, no, he's only just four!

Conductor—Then you must pay his fare. Only children under three ride gratis—Strix (Stockholm).

A DOG'S LIFE.

The young husband could eat no more of his wife's dinner.

"That's a pity," she said, "for if you don't I shall have to give it to the dog!"

"Yes, it is a pity—it's such a nice dog!"

—Tit-Bits.

IN HIDING.

"Shay, Oshifer, where's the corner?"

"Why, you're standing on it!"

"Sat so; no wonder I couldn't find it!"

—Westeyan Wasp.

EXCUSABLE.

Cop.—Come along with me. Your tail-light is out.

Motorist.—One minute, please, ossifer, that is only a matter of expediency. We stole the car to get away with some hootch.

"Beg y' pardon, go right ahead."

—Cornell Widow.

ONLY THINGS TO DO.

"How did you get on with the new maid?"

"Oh, she couldn't get along with the children."

"So you sent her away?"

"Oh, no. We sent the children into the country!"

—Klod Hans (Copenhagen).

HE GOT THE JOB.

"Peterson, the bore, has a job at last!"

"What is it?"

"Well, Bord has a horse that won't take the bit into its mouth, so they got Peterson to talk to it till it yawned!"

—Karikaturen (Christiania).

WIRES DOWN.

"Have you heard the latest scandal?"

"No, what is it?"

"Why, it happened in a house quite close to yours."

"Maybe—but my wife is away on her holidays."

—Kasper (Stockholm).

LACTOGEN

The Natural-Milk Food



For YOUR BABY



Best
For
Your
Baby

WOMEN'S INTERESTS

Nearest
to
Mother's
Milk



GIVING US ROOM TO WALK.

It's rather amusing to see the various ways in which the important dressmakers give us room to walk in their straight-from-the-shoulder creations. One of the smartest and most successful recently seen was in a straight black satin frock, where the fullness was let in at the hem by means of four triangular pieces, two in the back and two in front, which tapered to a point somewhere just above the knee. These inserted pieces were of the wrong side of the satin, to give that dull-and-shiny effect which is so much used now on frocks and coats. The frock was buttoned down the front with beige and black buttons, the buttonholes being piped, and the cuffs of the long, light sleeves lined with beige crepe de Chine. A very long straight scarf of the same crepe de Chine was worn. It was pieced-edged as also was the hem of the frock, and the whole effect was very good indeed.

SIMPLICITY.



A most attractive evening frock is this one of flesh coloured satin embroidered with crystal beads. An unusual note of interest is the bow of coral coloured velvet that is also embroidered and beaded. The lines have the simplicity that fashion demands.

SCRAPS OF CHAMOIS LEATHER.

There always comes a time when chamois leather gloves have shrunk and split beyond repair. But even then they have not finished their life of usefulness, for pieces cut from the gloves may serve useful purposes.

Pieces may be sewn together to form a small polishing leather for silver, for it is the best of all polishes, so long as it will not scratch. Jewellery keeps better in leather, and small bags are easily made from old gloves.

The piece taken from the palm of an old glove is usually sufficient to recover a nail polisher, while a soft piece of leather may be fixed inside a small silk handkerchief and used for applying face powder.

As the gloves should be cut off and the pieces be finger stalls.

OUR FASHIONS.

[BY A TOWNSWOMAN.]

Have you noticed that though our frocks may become higher or lower, longer or shorter, fuller or slimmer, simpler or more elaborate, there is just one thing they seem to have never become, and that is—cheaper?

Take the new autumn frocks, for instance. You don't use much material. You don't have trimming. You possibly don't have sleeves; you probably don't even have a waistband. And—you spend more money!

Why? Well, the truth is that the new fashions are very insidious. They are not what they seem. So simple that unless everything is in harmony, and every detail thought out to combine with every other, and to complete the whole effect, you just don't look anything at all. Naturally, you can't bear that, and you fly to acquire all the latest and loveliest accessories. You then look charming, and your bank book looks horrible.

ELABORATE TRIFLES.

There is no doubt that the shingling craze is responsible for the tight necklaces of huge pearls or beads, and for the long, elaborate earrings. In the same way, extremely plain frocks have called for the soft, floating scarves of silk by day and tulle by night. These, by the way, are no longer square and patterned, but long and plain, and silk ones often end in a piece, about 12 inches long, of a contrasting colour. Black, with white ends, is very good. ostrich feathers are one of the great resources for those who find plain unkind to them, and they, too, are now appearing on scarves. In fact they appear everywhere, except in their old place as a hat trimming, and there they are never soon at all. No self-respecting hat is trimmed, now except with a cut piece of its own felt or one or two little rows of plain buttons. Of course, later on we shall see more elaborate millinery, but it isn't at all smart to be smart just now.

THE IMPORTANCE OF BUTTONS.

I can't dismiss the buttons with only that brief mention, though. They are having a real vogue—always quite plain ones, and always in rows—and one of the newest and smartest ways of having a frock make is to have it buttoned all down the front with real buttons and buttonholes. Don't please, have camouflage ones; they always look so insincere.

For the other accessories—with a grey or beige costume, stockings should match it exactly. Otherwise they should be a warm "sunnery" colour. Handbags should be of leather for the morning, in a flat envelope shape, and for smarter occasions velvet is the newest thing, made on a silver frame studded with jade, lapis or some similar stone, which is matched in colour by the lining of the bag.

REVERSIBLE SATIN.

All satin used now is reversible in some way—either the garment is of the shiny side, with insertions of the dull side, or a satin-backed marocain is used and the opposite effect obtained.

Two old friends are very much in evidence again—the tunic, and the fringed frock. Tunics are boldness, and very straight and narrow in spite of the fact that the underskirt must be still narrower. It is smart to have the latter of a contrasting colour—generally darker. Only four or five inches of it should be allowed to show. Fringe, too, is again used a great deal on day and evening frocks—in fact, on the latter it is taking the place of ostrich feathers. For day plain silk, and for evening shaded silk or bead fringes are used. In any case they must be thick and deep—the right effect is that of a frock simply dripping with fringe. A sparse, narrow one looks as if one were trying to economise—probably all too true, but at least we needn't advertise the fact.



"Chintz flowers cut out and applied on lace with edging of gold silver thread is one of the season's novelties," christened Chic Chintz. The gown illustrated is a close basque with blue, lavender and pink chintz flowers on tan Zion lace. The foundation is flesh coloured silver cloth trimmed with a ruching of French blue chiffon.

"Another striking gown, seen at a recent dress show was all over Zion silk lace in close fitted

basque effect with testosterone skirt and contrasting diamond shaped insets trimmed with rhinestones. A debutante's dance frock was shown with a severely close and plain satin bodice ornamented by a daring futuristic rose in ribbon applique. The skirt was Zion silk lace of the Chantilly type, almost circular in its fullness.

"These refreshingly new styles appeal to the young girl. Nothing could be in more charming contrast to a ballroomful of straight line gowns than a few of these gay and slim young, girlish basques and swirling skirts. For the girl who makes her own dresses the style is ideal and the different delightful novelties at her command this season invite her to the making of frocks that will express her personality."

EFFECTIVE LIGHTING.

Much of the success of a room depends upon its lighting. It counts for little in the summer, but with the approach of autumn we needs must give attention to our lighting, globes and shades.

The semi indirect lighting—that is, a bowl fitting—is favoured by both gas and electricity consumers, though in the case of the latter it is usually necessary to have some form of local lighting as well. Two or three small stand lamps are required about the room so that they may be switched on as necessary.

To some people the semi indirect system has one failing, inasmuch as the opaque bowl eliminates shadows, and takes all the brightness from furniture, jewels, and even human eyes. This defect is overcome by the use of a crystal reflector bowl which has prisms of cut glass, and though the high power electric bulbs inside are completely shielded, the effect of their shining through cut glass is more brilliant than is the case with an alabaster or similar type of bowl.

Where both semi-indirect and direct lighting is required at the same time, the cluster fitting is of great charm. It comprises the usual enclosed bowl, and from the ornamental band of this spring four brackets holding shades to match the centre fitting, but unenclosed.

A quite new electric fitting of the bowl persuasion has a double glass bowl, between which is placed coloured silk or georgette, chosen to harmonise with the room. The main and inside bowl is of prismatic glass that reflects the light upwards, and it is then diffused by the ceiling. The outer bowl is of clear glass, and allows the light to filter through the fabric, the glass keeping it from becoming soiled. It is quite simple to fit up. The material is placed over the clear bowl, the prismatic bowl is pressed over it. The fullness is distributed and the fabric drawn through a hole in the bottom and fixed with an ornamental knob.

Where tinted lighting is desired—and very often this is necessary if a colour scheme in furnishing is not to lose half its effect under artificial light—there are some colour sprayed bulbs on the market, obtainable in flame, yellow, orange, red, blue, and green. The colour is permanent, so that washing with soap and water will not remove it. Moreover, the spraying is done so scientifically so that a very small percentage of light is absorbed by the tint. These bulbs are charming in glass bowls, as described above.

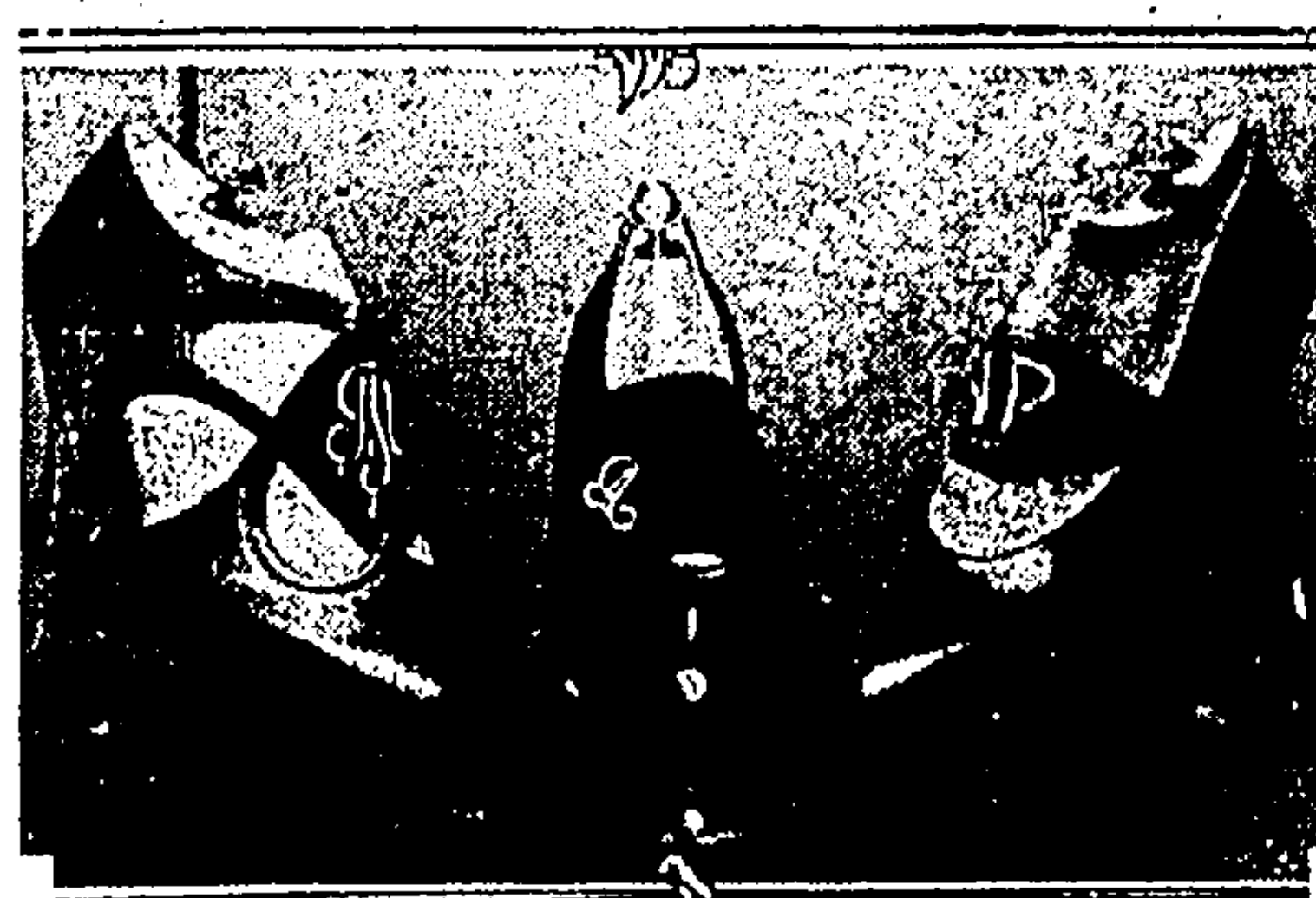
TODAY'S BEAUTY NOTE.

When you shampoo your hair remember to divide your shampoo packet in two. Use the first for cleansing the hair. Then mix the second half, and use it to make the hair soft and fluffy.

But the most important part of a shampoo is the rinsing of the hair. Each shade of hair has its

own special rinse. If the hair is growing dark, and you wish to keep it fair, add a dessert-spoonful of peroxide of hydrogen to your rinsing water. If blonde, a little camomile lotion; if auburn, a henna solution; and if silver, a squeeze of the blue rag. Very greasy hair should have a pinch of borax added to the rinsing water and black or very dark brown hair a tablespoonful of vinegar.

MONOGRAM SHOES.



Fashion writers from Paris will tell you that this is the season of the button.

Others will write that the Parisian wears pajamas for every hour of the day, and others will tell how two beautiful French actresses are making their own perfumes and putting them on the market.

Now comes the monogram craze. Not only is the monogram embroidered on scarfs and found

on jabots in kasha and smartly used on the wide-leather belts so much in vogue but the monogram is now being worn on shoes.

A monogram in enamel appears on the chic lizard skin ones while it is in gold fillet on the patent kid, and on the sober dull kid it appears in hand painted gold. The monogram gives a more personal touch to the shoe than it does to the scarf or the blouse. It is distinctive and quite new.

THIS WEEK'S RECIPE.

LEMON JELLY CAKE.

One-half cup butter, 2 cups granulated sugar, 3 eggs, 3 cups flour, 1 cup milk, 2 teaspoons baking powder, 1 teaspoon lemon extract, ¼ teaspoon salt.

Cream butter and slowly beat in sugar. Sift in ½ cup of the flour and beat smooth. Add eggs well beaten. Beat well. Mix and sift flour, baking powder and salt. Add alternately with milk to mixture. Add flavoring and tuff into four layer cake tins. Bake 20 minutes in a moderate oven. Put together with lemon jelly.

A CHARMING TABLE FASHION.

A new fashion in table appointments is the use of unpolished oak for side plates. The natural beauty of the wood gives charming effect, and nothing could be more useful for bread, fruit, biscuits, &c. The set is completed by an unpolished oak bread platter, hollowed so that the crumbs are caught and not scattered over the table. Unpolished oak takes on a beautiful silvery sheen with time and use, so the possession of such a set is a matter of ever-increasing charm. The side plates cost a little more than a shilling each, so inexpensively to begin with, they provide everlasting use, for the most careless maid cannot destroy them.

SEEN IN PARIS SHOPS.

The rings of to-day are either very small or very large. Large rings of coral or lapis lazuli set on to a simple band. Old seal rings of carnelian are also in favour to wear with the carnelian beads and earrings which are so smart to wear with a black suit or gown. Charming little antique rings, composed of a group of from five to nine small narrow bands, each studded with tiny gems, are one of the smartest of old-fashioned ornaments.

A fashionable modiste has launched a series of hats that are reminiscent of the helmet in their shape. All of them join in a ridge which runs from the nape of the neck to between the brows, and this ridge is accentuated or adorned in various ways. Some of the hats show it trimmed with stiffish feathers that make points, so that the whole creation resembles a great, cockscomb. Some show a mere strip of silver braid while others leave the ridge quite unadorned and stud the rest of the "helmet" with metal studs that look like nail heads.

Three layer frocks are very charming especially when each layer is made of thin crepe of a colour "more tender than the last," as the fairy tales would say. Thus a gown of cyclamen pink has for its lowest flounce a fairly deep tone, the one above this is paler, and the top layer is nearly white. All three layers show at the neckline the topmost one being rounded out deeply, the next less so, and the lowest layer forming the usual line of the décolletage. The form of the gown, of course, is the sheath.

FASHION NOTES.

The new bracelets are frequently worn above the elbows and may be alternating emeralds or sapphires and diamonds.

Strings of alternate emeralds and pearls, both frankly imitation, are very popular now.

Some of the newest envelope bags are heavily embroidered and braided and some are made of tapestry or brocade that gives the effect of great elaboration.

The one-strap pump of gold or silver brocade piped with gold cloth is the proper thing for evening wear.

Bead necklaces of all lengths are noticed from the choker bands to the strings that reach to the knees. There are also combinations of chokers and longer strings of smaller beads.

The short slim silhouette is giving way to one with greater fullness about the feet that is introduced by a bias fold or straight ruffle.

Ivory white is much more flattering to the average woman than pure white, and is much preferred for frocks. The newest evening gowns have a pinkish glow to them, though they are called white.

Linings of silver cloth are lovely in the more elaborate three-piece costumes and for evening wraps.

A sleeveless chiffon frock in a pastel shade, worn over a slender slip of silvroloth, is the ideal dancing frock for a young girl.

A very charming evening dress of white georgette has panels in the front and back composed of silver sequins, and wing draperies that fall below the hemline.

Amber pings are used effectively in black satin or black velvet hats and are much newer than brilliant studded or pearl pins.

A white velvet evening gown embroidered with lustrous white silk and with pearls is one of the most lovely frocks seen at the Paris openings.

TIPS TO THE THIN.

Conceal all joints. Wrists, elbows, shoulder-blades, neck and thighs must be artfully concealed.

Sleeveless frocks, kimono blouses and tailored clothes show up these defects and should be avoided, particularly by the older woman.

The pointed face and chin should not be imitated by a pointed neckline. Choose the bateau or round line. The Modici collar is flattering, so is the nestling high collar of soft fur or the fabric of the dress.

Yoke effects will broaden shoulders that are too narrow. Peasant sleeve, shirred to the yoke and gathered at the wrist into a cuff, has a broadening effect.

The waistline may be enlarged by sashes of contrasting colour.

Perpendicular lines, tight sleeves, narrow, clinging, close-fitting dresses and strictly tailored garments should be avoided.

Horizontal lines, short skirts, broad hats, long-haired fur chokers, rufflers, flouncers, round yokes, tucks, blouse effects, skirt and costume blouses, yards of billowy lace, draperies, Russian overblouses, large figured materials and fills may be indulged in to your heart's content.

BLACK & WHITE BROCADE.



A very elegant material for a coat is this black and white wool brocade with the softness of velvet and the warmth of fur. It is banded with flying squirrel and lined with very soft green satin.

A MORAL TALE.

There lived a maid in old Japan in a tea-house made of paper (Her name, by the way, was O Kisame San).

Who went to bed with a taper. And as she went she began to dance, faster and ever faster, Till the taper touched a wall by chance.

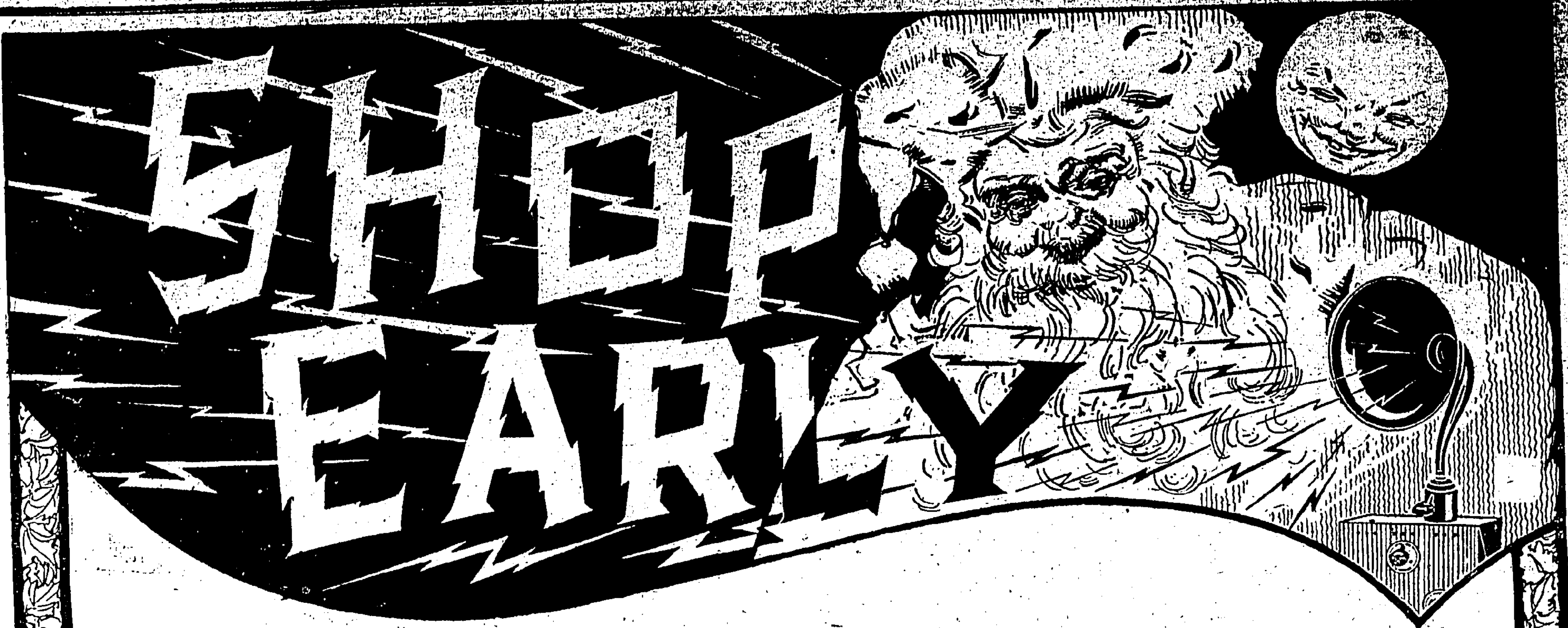
And the dance became a disaster.

For the tea-house, I regret to state, was just as dry as tinder. (The Fire Brigade was much too late—

O Kisame San was a dinder.) The moral is plain—was the sun sets red.

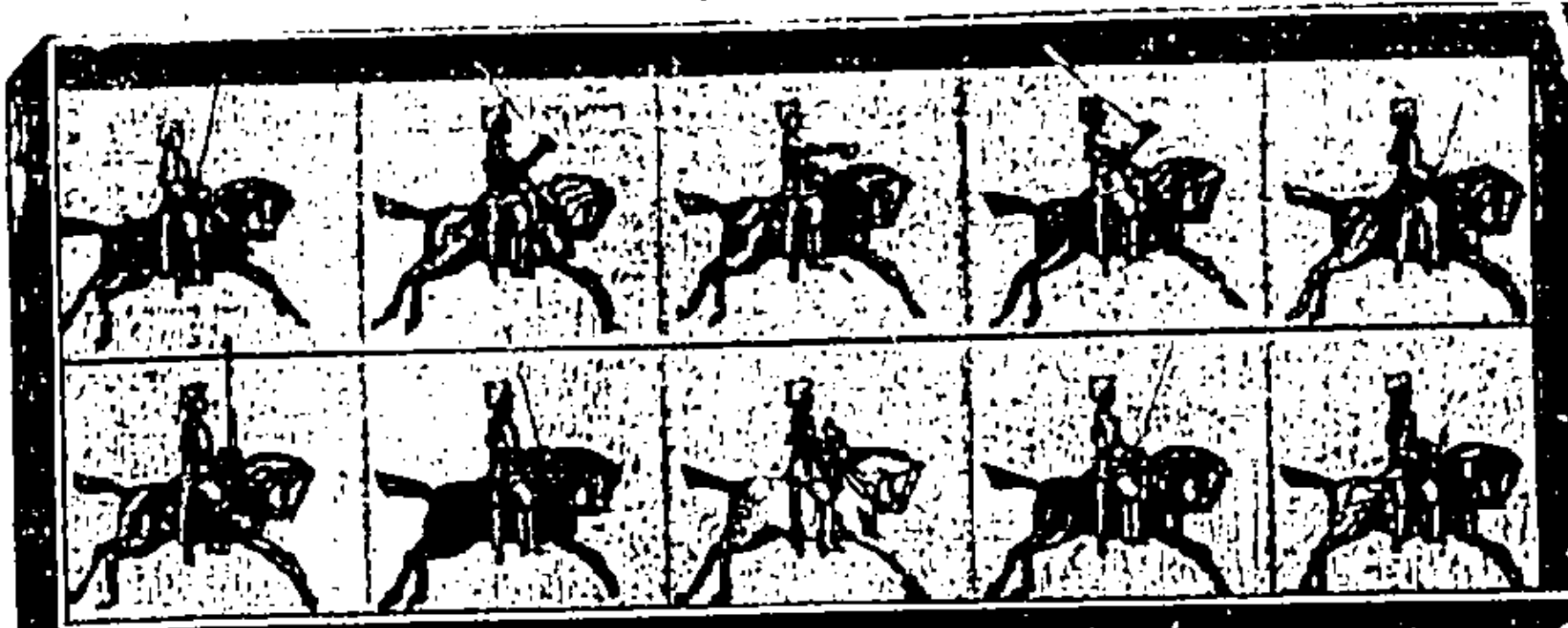
Little girls should not cut capers, But go quite quietly off to bed. And never use lighted tapers.

R. L. ROBERTS.



THE WISE MESSAGE FROM FATHER XMAS VISIT "XMAS AVENUE" AT WHITEAWAY'S

BRITAIN'S SOLDIERS



Boxes of lead Soldiers. Well made Models. Well Assorted.
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A Beautiful Soft Animal.
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8"	\$ 1.50
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22"	14.50
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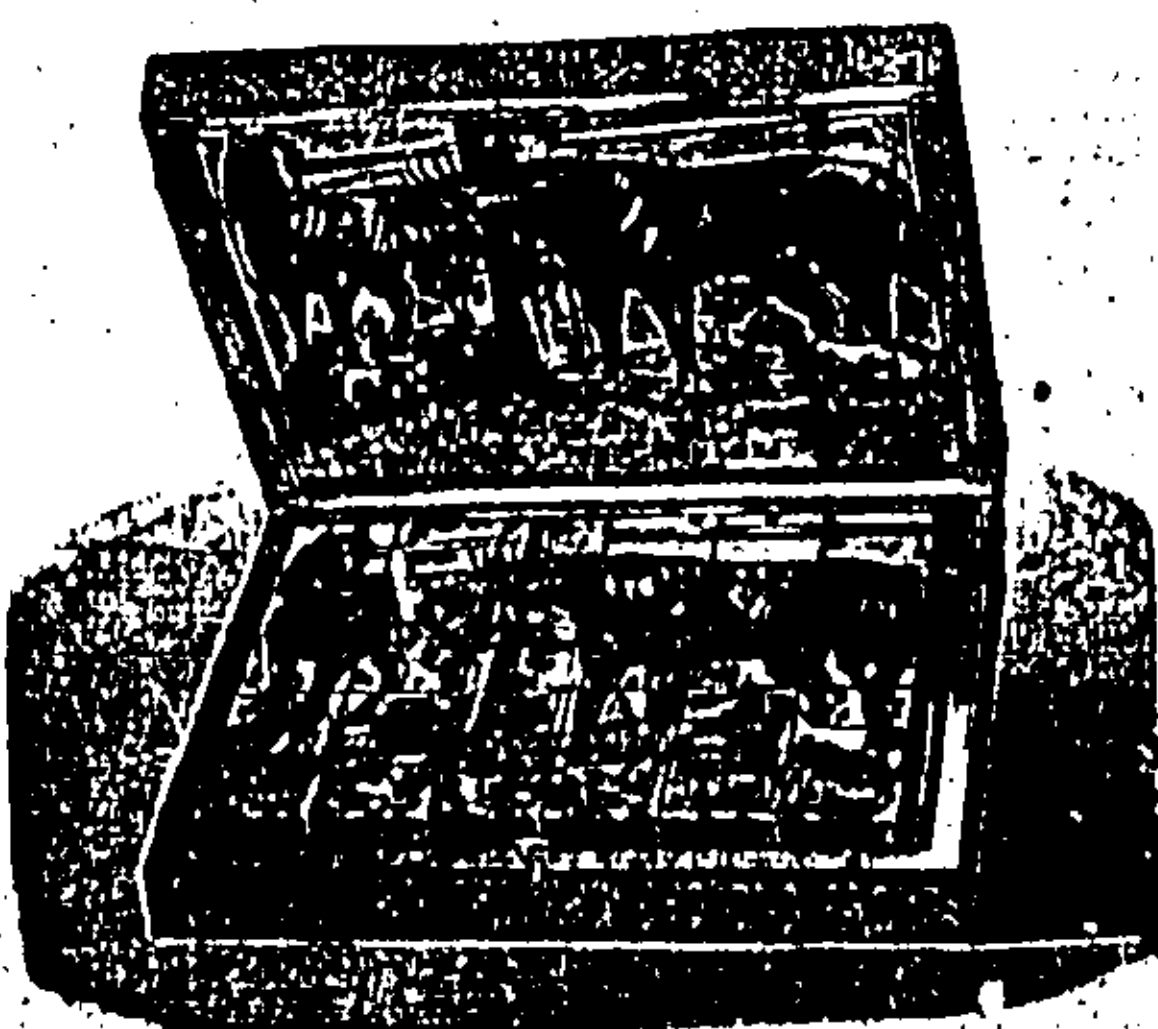


R. H. A. Guns.
complete with Ammunition.
\$1.00

The No. 1 Howitzer.
\$3.95



"NICK."
Black Cat with Bushy Tail.
Very Popular.
\$2.95, \$4.50, \$5.50 & \$8.50 each.



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Assorted Pictures. Wooden
Boxes.
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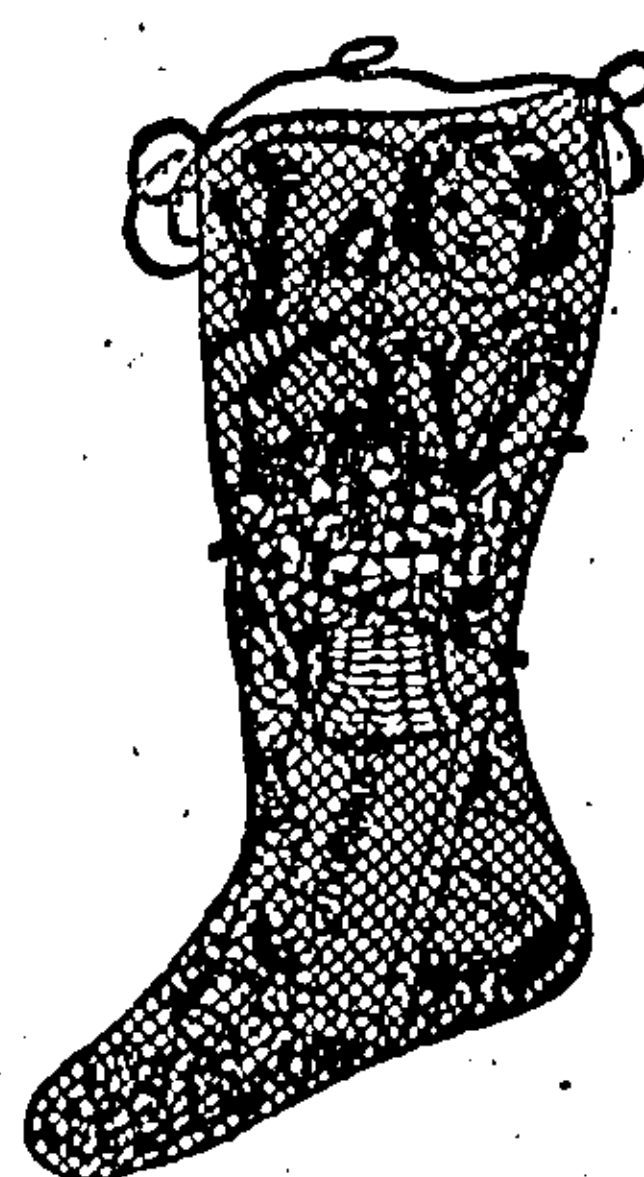
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XMAS TREE DECORATIONS

AND

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FULL OF GOOD THINGS FOR THE CHILDREN.



These are the best value
in Christmas stockings
procured, full of as-
sorted Toys of good
British manufacture.

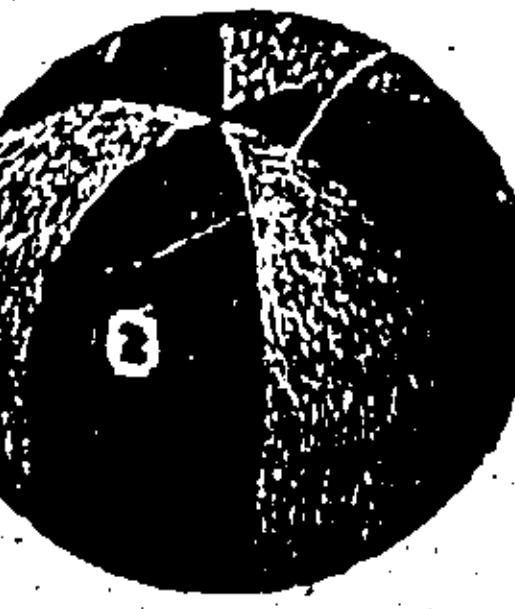
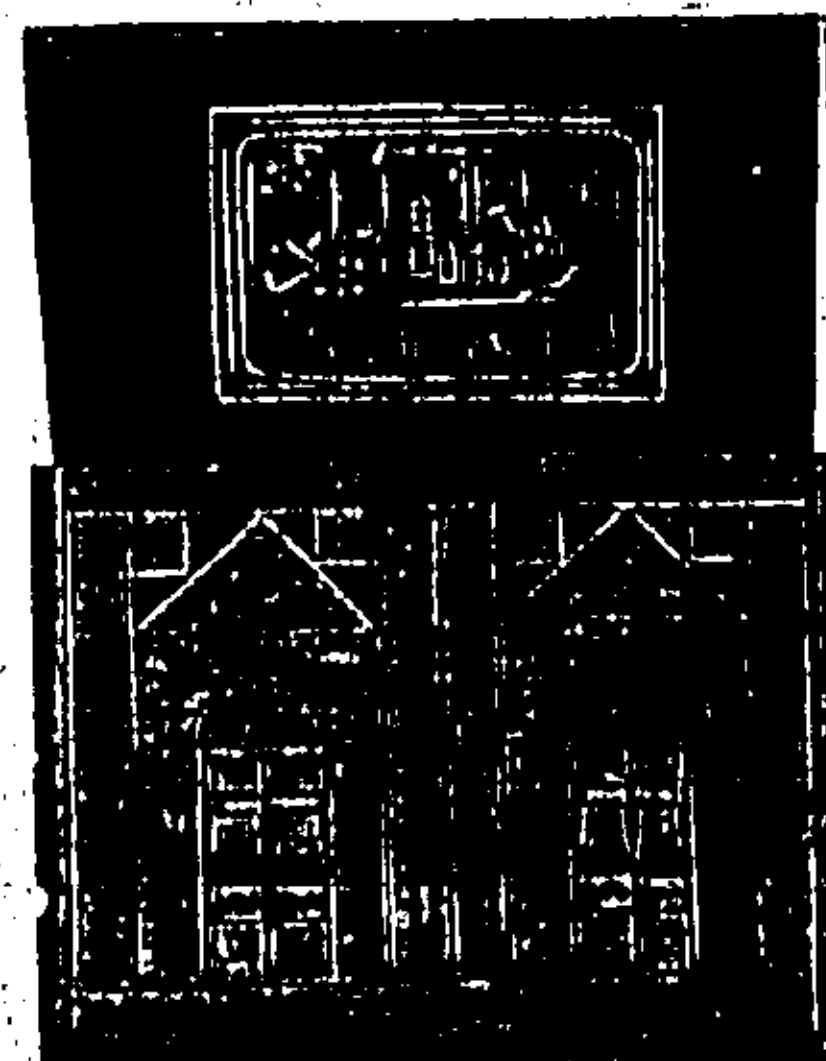
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18"	1.50
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Christmas Stockings

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Push Nursery Balls
Suitable for small Children

5"	\$1.25
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"FELIX".
Black and White
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\$1.75, \$3.50, \$7.50 and
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Coloured India Rubber Balls.	
2" dia	\$0.25
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2 1/2" dia 50 cts.

No. 266. Dining Suite

Nicely upholstered, fancy chairs and fringe.
Dining Table, 4 Chairs, Sideboard
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Polished Furniture Satin covering Twin
Beds, Wardrobe, Dressing Table and Chair,
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THE "WHATSAMATTER" TRAIN

This Clockwork Model Train stops at regular intervals when
driver shows up through roof of engine and train the train goes
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Price.....\$2.50

Excellent Models of English Railways, good clockwork, complete
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\$4.50, \$6.50, \$11.50, \$15.50, \$19.50, \$22.50

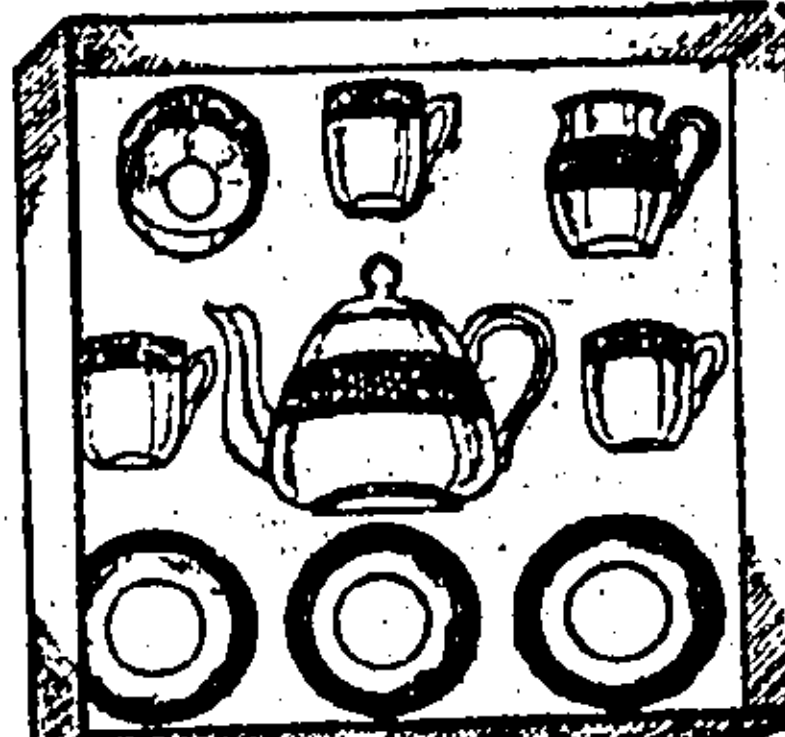
The Hornby Clockwork Trains are made by MECANO LTD., and
are perfect models. Superior workmanship and good clockwork.
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Will run either off batteries or direct current with transformer.
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Well Made
\$1.00
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China Tea Sets

White China with Floral design
2" Cups, 4 Tea Cups and Saucers,
Teapot, Basin and Jug.
\$3.75

also 6 Cups and Saucers.
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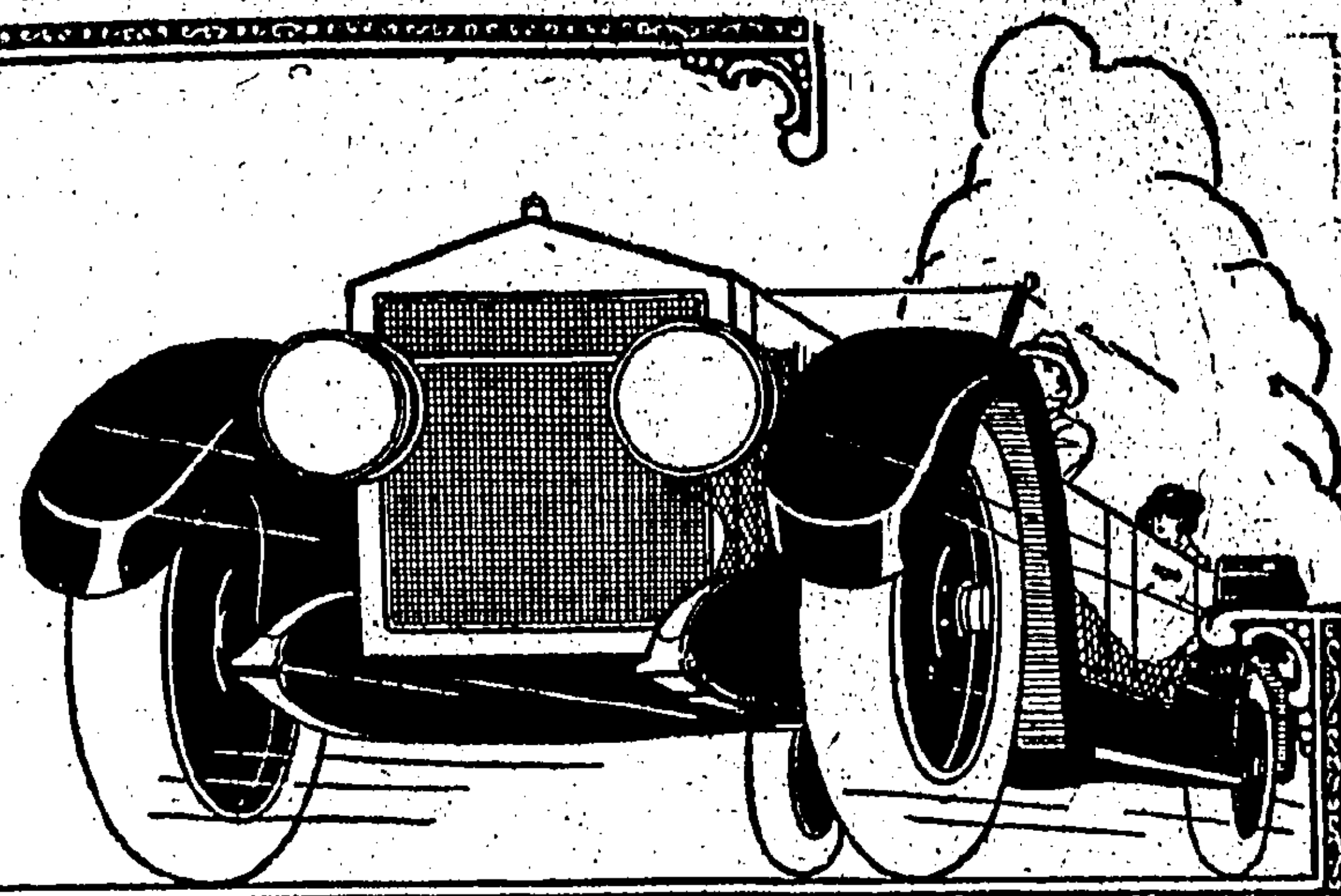
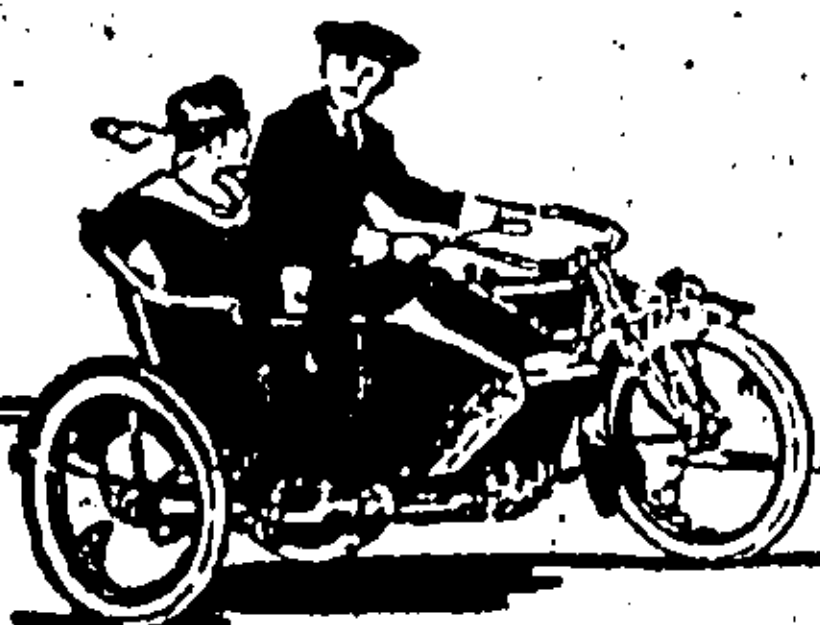
Whiteaway Laidlaw & Co., Ltd., Hongkong.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 29th. November, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

One of the points emphasised in the special report to the *Telegraph* of this year's motor show at Olympia, published last week, is that of the general tendency among British manufacturers to still further reduce the price of motor vehicles. This movement really commenced in earnest in 1921-2, and in the year following drastic reductions were recorded. These have been eclipsed by the prices announced at Olympia—a still lower level having been reached. This is undoubtedly one of the most hopeful signs in British enterprise to-day, ensuring as it inevitably must, an increase in turnover with the accompanying prosperity in trade, and what is more important, providing work for some of the army of unemployed in the British Isles.

But not in Britain alone is this move appreciated. Herein Hongkong as well as in every corner of the British Empire, the prohibitive cost of British automobiles has in the past been the stumbling block to their acquisition.

We notice also that there is a revolution in the price of petrol at Home. In the case of motor cars and cycles, any reduction is immediately made effective overseas, and it is therefore not unreasonable to ask when we may expect to pay for our petrol somewhere in proportion to prices current in the British Isles. At the present time, standard grades are sold at Home for 1s 6d, per gallon, commercial grades being 1s. 4d. On the basis of a half-crown dollar this works out at approximately sixty cents, which is so much below the figure in Hongkong that it is surely time reason for the difference was explained.

Sometimes we are told that the grade sold here is vastly superior to that sold in England and America. While we are willing to admit that probably cheap grades can be procured by those who are not particular what their machine runs on, we are not inclined to believe that the standard brands sold in the British Isles are far below the quality of our local supplies. The matter of freight can hardly explain the puzzle because Hongkong is actually nearer some of the producing centres than is England.

The other day we heard a local motorist suggest that after an allowance of say, five per cent. for additional charges, freight etc. a tax be made on local petrol profits. While this might prove a useful source of revenue to the Government, we fail to see how the act of taking away even half the profit would in any way

benefit the consumer. It would in fact only be giving official approval to high prices.

It would, however, be extremely interesting to see what the effect would be on the sale of Hongkong's superior petrol, were the standard quality of the Home market placed on sale here. Incidentally, this same standard brand seems to meet with the approval of those who use it—there not being any outcry for a higher grade. We imagine that a drop of from 30 per cent. to 35 per cent. in price would have a decided influence, in spite of the fact that the mileage basis would receive a good airing. We are not very much impressed with this mileage cry. If for example, six drivers driving the same type of car were checked up on the result of an ordinary day's running, there would be a wide margin between them. Without doubt, a careful driver driving on supposedly inferior petrol would register just as good, if not a better result than a careless driver using the highest grade of spirit obtainable.

The present price might be excusable if there were an import duty to pay, but Hongkong happens to be a free port, and we cannot believe that overhead charges mount up to such an astounding figure as nearly one shilling per gallon over and above the ruling retail price in England.

Messrs Alex Ross and Co., advise us that they have received the 1925 schedule of prices for the various models of the popular Austin cars. These may be obtained on application.

It is interesting to note that in future, all the Austin Sevens will be equipped with shock absorbers without additional cost.

Readers are reminded of the arrangement whereby Hongkong residents may purchase an Austin "Twelve" or "Twenty" here, and take delivery when on furlough in England. After using the car for any period up to six months, the Austin Company will pack and ship it to Hongkong, where the local agents will take delivery and assemble it without any additional charge.

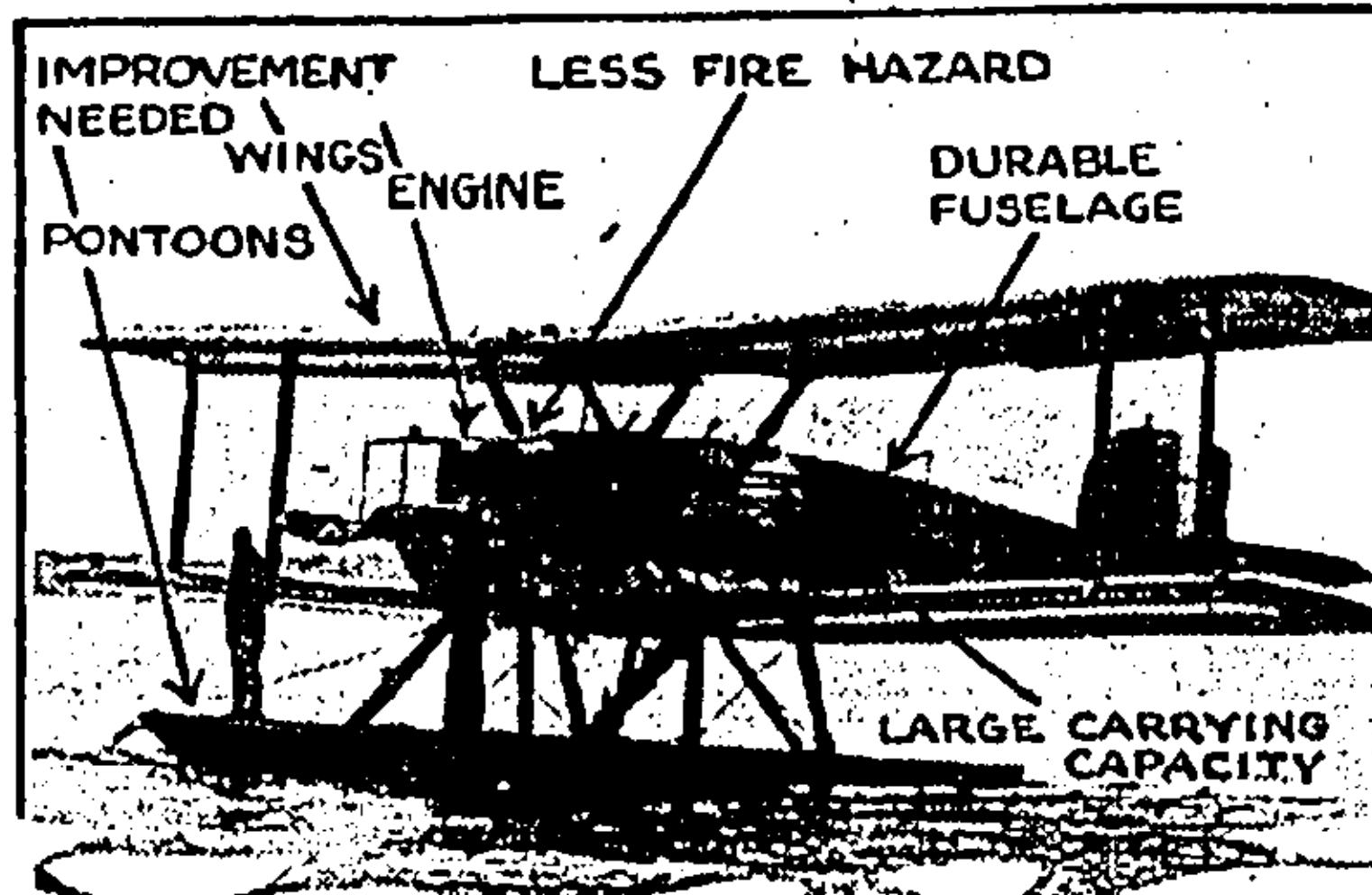
From the Hongkong Hotel Motor Department we have received a particularly artistic calendar for 1925. It consists of the reproduction of six water colours by Harold Good, portraying in a delightfully humorous manner the well known forms employed in describing various types of automobiles. The whole production can be truthfully described as a real work of art.

PROTECTING UNTENDED CARS.
The Automobile Association has recently received several complaints of cases in which cars left untended for short periods have been disfigured by persons deliberately scratching the paint-work in various ways. At the Coventry Police Court the Association recently prosecuted an offender. On this occasion the A.A. member observed a car with a knife in his hand scratching a line along the

body work of the car. The magistrates inflicted a fine of 5s. In view of the prevalence of this nuisance the Automobile Association has decided to prosecute in all cases where there is sufficient evidence to ensure a conviction.

The first automobile journal was published in 1895, while the first automobile race was staged in the same year.

AIR "TRUCKS" OF THE FUTURE.



The New Orleans, one of the Douglas planes which encircled the globe, showing its weak and strong spots, as proved by the trip.

One definite point the world flight has established is the feasibility of commercial aviation.

Passenger aviation is already an accomplishment. Large swift airplanes are transporting people from London to Paris, and between other points, while further plans are being laid for similar transportation.

To have "trucks" flying about the air is still something new, even though the United States is doing this with the airmail. Loads must still be rather light and extreme care and preparation must be made for each trip.

The Douglas planes which flow around the globe are really commercial airplanes. Their ruggedness and simplicity, coupled with their additional carrying capacity make them available for air trucking purposes.

ADVANTAGES.
The success in developing this new kind of transportation is pointed out by Alexander Klemm, associate professor of aeronautics at New York University, in automotive industries. The first hazard in aviation has been largely eliminated, he says. Heavy loads could be carried, varied climates with their abrupt changes could be negotiated, and the planes proved their speed capacity and endurance.

Yet there must be considerable improvement before commercial

aviation can be taken up as a regular means of transportation. These necessities are noted in the progress of the Douglas planes around the earth.

The motors were the greatest source of trouble.

"Not only did the engines need to be replaced six times," says Dr. Klemm, "but throughout they needed far more attention than the planes. Engine failure forced down Major Martin off the shores of Kantak and caused the loss of Lieutenant Wade's plane between the Faroe Islands and Iceland."

BETTER ENGINE.
"The engine has always been the main reason for uneasiness. It should be pointed out, however, that while not available in the same quantities, or as cheaply replaced, we have now engines which far surpass those used in endurance."

Other weaknesses pointed out by Dr. Klemm were in the wings and pontoons. With waterproof, light-duralumin covering, rather than their present form of doped linen, the planes could negotiate especially the warmer climates with greater ease.

Opposed to these weak points, however, he showed the airplane's fitness so far as its fuselage was concerned, its diminished fire hazard and its enlarged carrying capacity.

CAR BUILT TO BEAT U. S. SPEED RECORD.

Paris, Oct 15th.—France is preparing to send to America a racer entrusted with the mission of bringing back the world's short distance speed record.

This record, now held by Tommy Milton, is 156.4 miles an hour, established in his 16-cylinder Duesenberg at Daytona Beach.

To make such a short stretch at a faster pace M. Moglia, connected with the Ballot and the Talbot-Darracq companies in France, has designed a 400-horsepower car built solely for speed, to the order of M. Djelaladdin, an Egyptian sportsman, who will accompany the car to America.

Beside the high speed feature, the car will show a new way to reduce weight. With the standard 50-inch tread in front there will be only a 37-inch tread in the rear, and the differential will be eliminated.

At the same time, use of duralumin water jackets and the same metal at other advantageous points will reduce the weight of the car to a minimum.

The engine will be an eight, in two castings of four each. Each cylinder will have a carburetor and supercharger to permit of full fuel supply at the highest possible speeds.

JEWETT'S NOTABLE SUCCESS.

Repeating the performance at Albany two weeks before, two Jewett Specials won first and second in the Syracuse, N. Y. Automobile Club's third annual hill climb recently. Last year's record time of 1 minute, 31.4/5 seconds set by a Jewett was lowered to 1 minute, 22-2/5 seconds.

George Royolds, driving the winning Jewett, won two first prizes, one in the piston displacement class event; the other for winning the free-for-all.

In the open race the Jewett met five special hill-climbers. All were set to break the Jewett's hold on the Automobile Club of Syracuse Championship Cup. When won three times the car will go to the Jewett as the Champion Hill-Climber of the United States, according to the programming of this event each year.

The next best time to the Jewett's was 1 minute, 28-4/5 seconds by a well-known eight cylinder automobile.

A crowd estimated at between 10,000 and 15,000 persons witnessed this year's hill-climb. An entire troop of New York State

A PLEA FOR "THE MAN WITH THE BARROW."

THE "STITCH IN TIME" POLICY.

That Hongkong may justly boast of its splendid roads is unanimously agreed by residents and visitors alike—but if we pause for a moment to qualify this unstinted praise—would it not be to discover that the commendation refers to the notable engineering which has been displayed in the building, rather than to the condition in which our highways are maintained?

When asked their impressions after a spin around the Island or over in the New Territories, visitors invariably express surprise that we should possess so many miles of "beautiful roads," but we imagine that the true purport of their statement is that they are agreeably surprised at the skill which has been exercised in cutting through hills or skirting rocky heights which abound in this Colony. To the surveyors and engineers who have made it possible for a car to ascend from sea-level to hundreds of feet above, by the easiest of gradients—all honour be given, but unfortunately, it cannot be said that the maintenance of their work is really beyond adverse criticism.

It cannot of course be expected that a new road should retain its original ruthless surface—allowance having to be made for occasional subsidence and other "natural causes," but of roads which have borne traffic for some few years something better is expected.

It must be recognised that the authorities concerned pay constant attention to re-surfacing, but that attention seems to take the form of "all or none." Take for example the road from the University playing field to the foot of Dairy Farm Hill. For the past year or so, there has never been a portion of it but what has been in the process of complete re-surfacing. Barriers are removed—and for a few hundred yards or so a billiard table effect is obtained—but within a few weeks, ruts and pot-holes appear and gradually become worse for the simple reason that the old adage "A stitch in time"..... is overlooked.

Few people are unfamiliar with the humble individual to be seen pottering about the country roads of England unostentatiously pushing his barrow of filling-up material. There is neither rut nor pot-hole too small for his attention, and sometimes a small stone roller is tucked away in the hedgerow as part and parcel of his equipment. The man and his outfit may be quite insignificant—but it is the significance of his mission which counts—that of unobtrusively maintaining English roads at a standard of excellence all the year round.

The establishment of such a system here would not involve a heavy expense—on the contrary it should effect a considerable saving by prolonging the period of effectiveness once re-surfacing has been completed.

Until "the man with the barrow" takes to the road in Hongkong and demonstrates the wisdom of adopting the "stitch in time policy" we shall not enjoy the pleasure of motoring over roads free from the annoyance and discomfort born of ruts and pot-holes. Here's to the "man with the barrow."

THE RESULT OF TAKING A CHANCE.



This photograph graphically portrays what happened to an automobile driven by a man who "took a chance" with a tramcar at Washington, D. C.

DEVELOPMENT OF BRITISH LIGHTWEIGHT MOTOR-CYCLES.

American and Continental designers have been greatly impressed with the recent successes of the British lightweight motor-cycle, and British manufacturers have now established a very valuable lead in the production of a miniature engine of 175 c.c.

The road-worthiness of this machine is amply demonstrated

by successes recently achieved in South Africa, where, as an illustration, it may be stated that in a road race near Johannesburg, a rider completed the course of 100 miles, on a Francis Barnett (174 c.c.) at an approximate average of 32.6 miles per hour.

Other 175 c.c. British machines have, as already mentioned, put up wonderful performances in the recent International Tourist Trophy Races.

Bosch

ROBERT BOSCH MAGNETOS:

The Robert Bosch Magneto is made of the best materials and with equipment ideally designed for quality production.

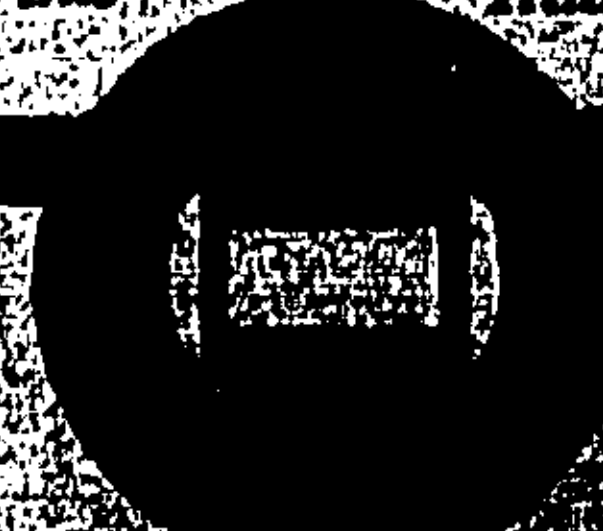
- 1-cylinder Magneto: Right or Left Hand — \$60
- 2-cylinder Magneto: Right or Left Hand — \$65
- 4-cylinder Magneto: Right or Left Hand — \$80
- 6-cylinder Magneto: Right or Left Hand — \$95

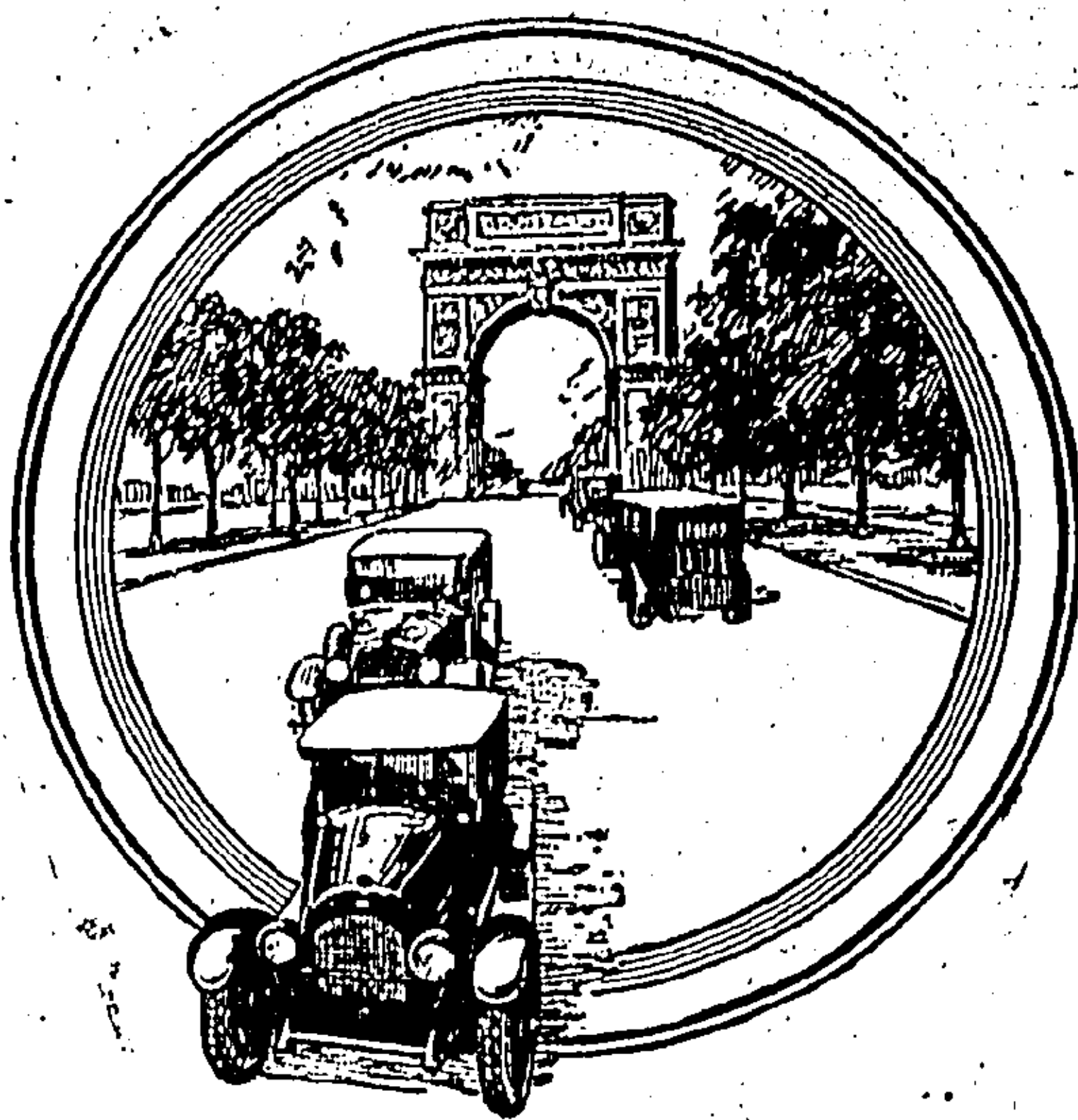
THE DRAGON MOTOR CAR COMPANY, LIMITED.

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33, Wong Nei Road, Happy Valley.

Pay close attention to the name of **ROBERT BOSCH** and this Trade Mark.

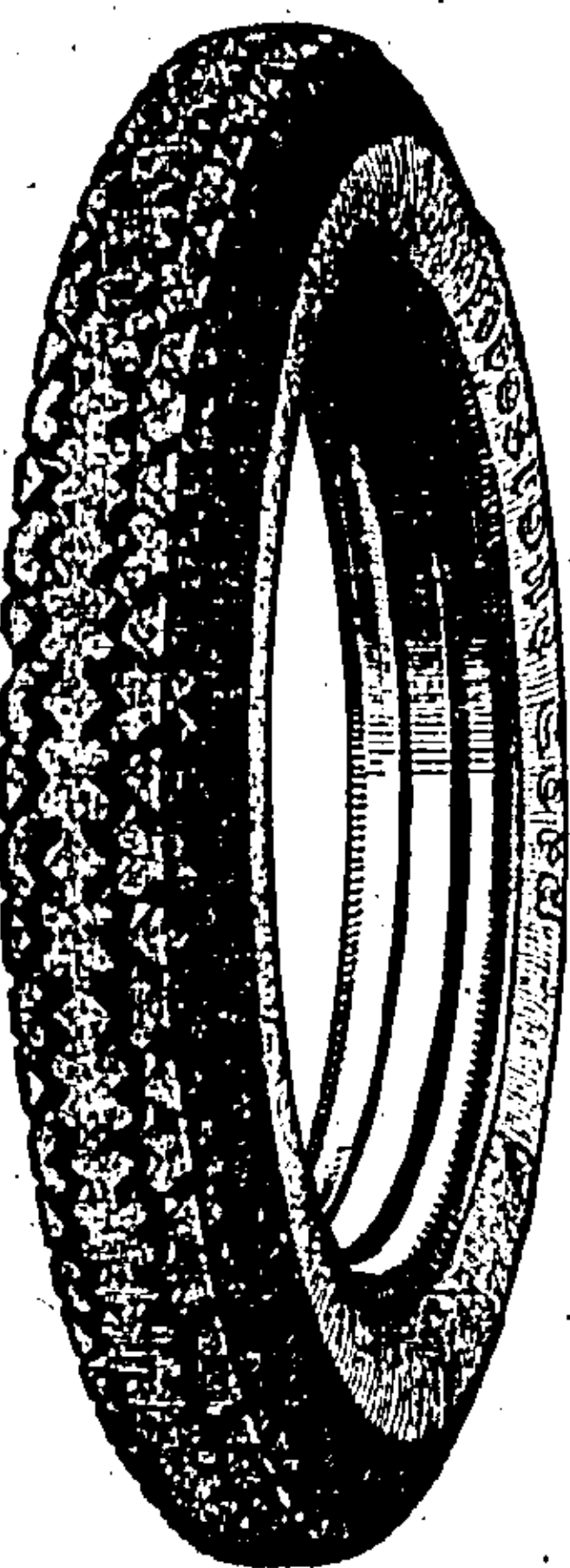




A NAME CAR-OWNERS TRUST.

In every line of business achievement there is one name which stands for quality — always identified in the buyer's mind with the best of its kind. In the tyre field the name, Firestone, bears this relation to the others. It is the name which experienced motorists immediately think of when exceptional quality is desired.

Firestone Tyres give the topmost limit of strong, dependable service, with added values in comfort, safety and appearance.



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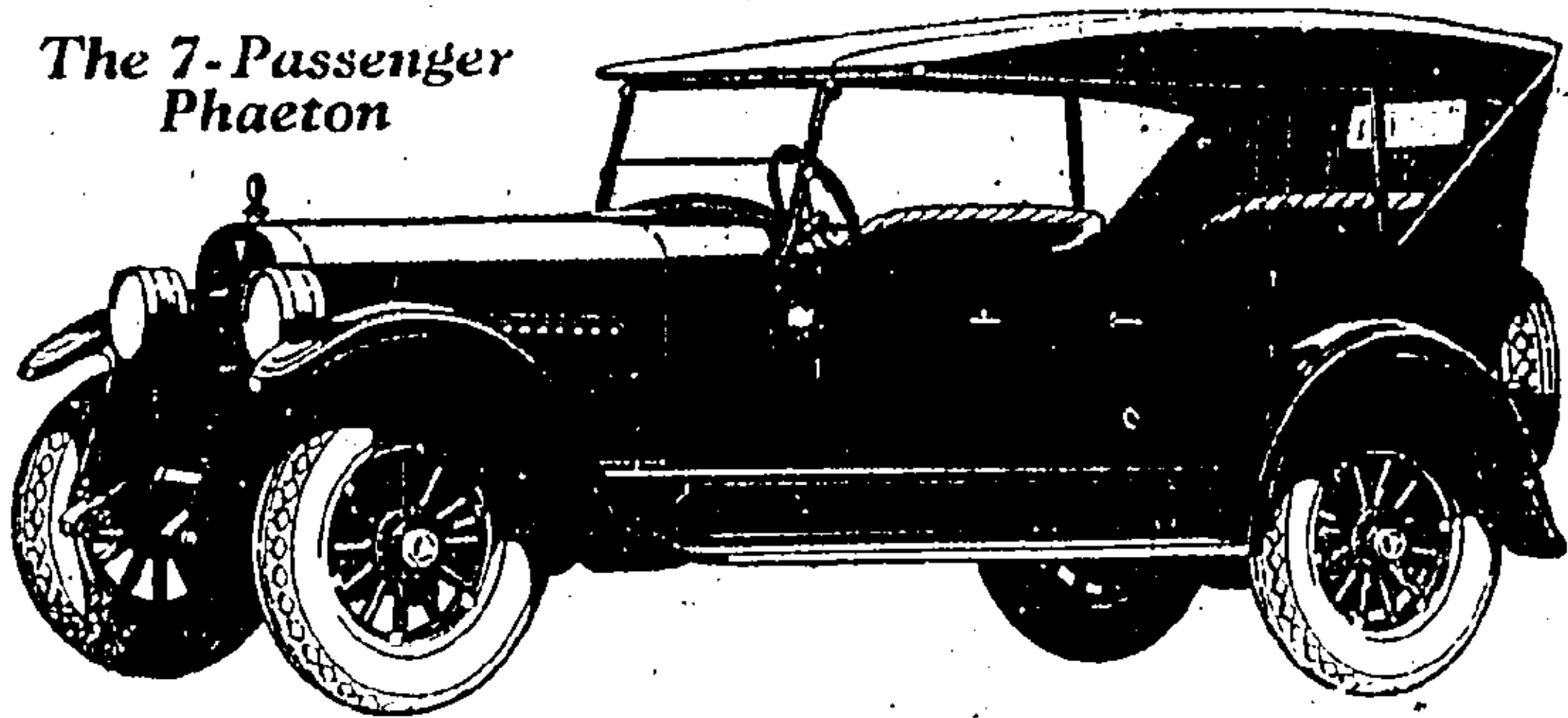
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For more than nine years the Hudson Super-Six has led all fine car sales. Nothing but consistent leadership of real car value could win and hold such owner confidence.

Today, with greater beauty of line, lower gravity center and smoother operation, the Hudson Super-Six also brings the luxurious riding ease and almost doubled braking efficiency of genuine balloon tires. They are standard equipment on all models. Do not confuse with "semi-balloon" types. Hudson's are full size and genuine. Important also, Hudson has not merely "added balloon tires." Both running and steering gear have been specially designed for the radical differences balloon tires bring. The result is the easiest steering and riding Hudson ever built.

And with these added refinements, Hudson's price advantage over comparable cars is more marked than ever.

Hudson's chief appeal has always been in performance. By every way open to proof it has established its supremacy. Its records are famous. In speed, acceleration, hill-climbing and endurance it holds marks that are celebrated among stock cars.

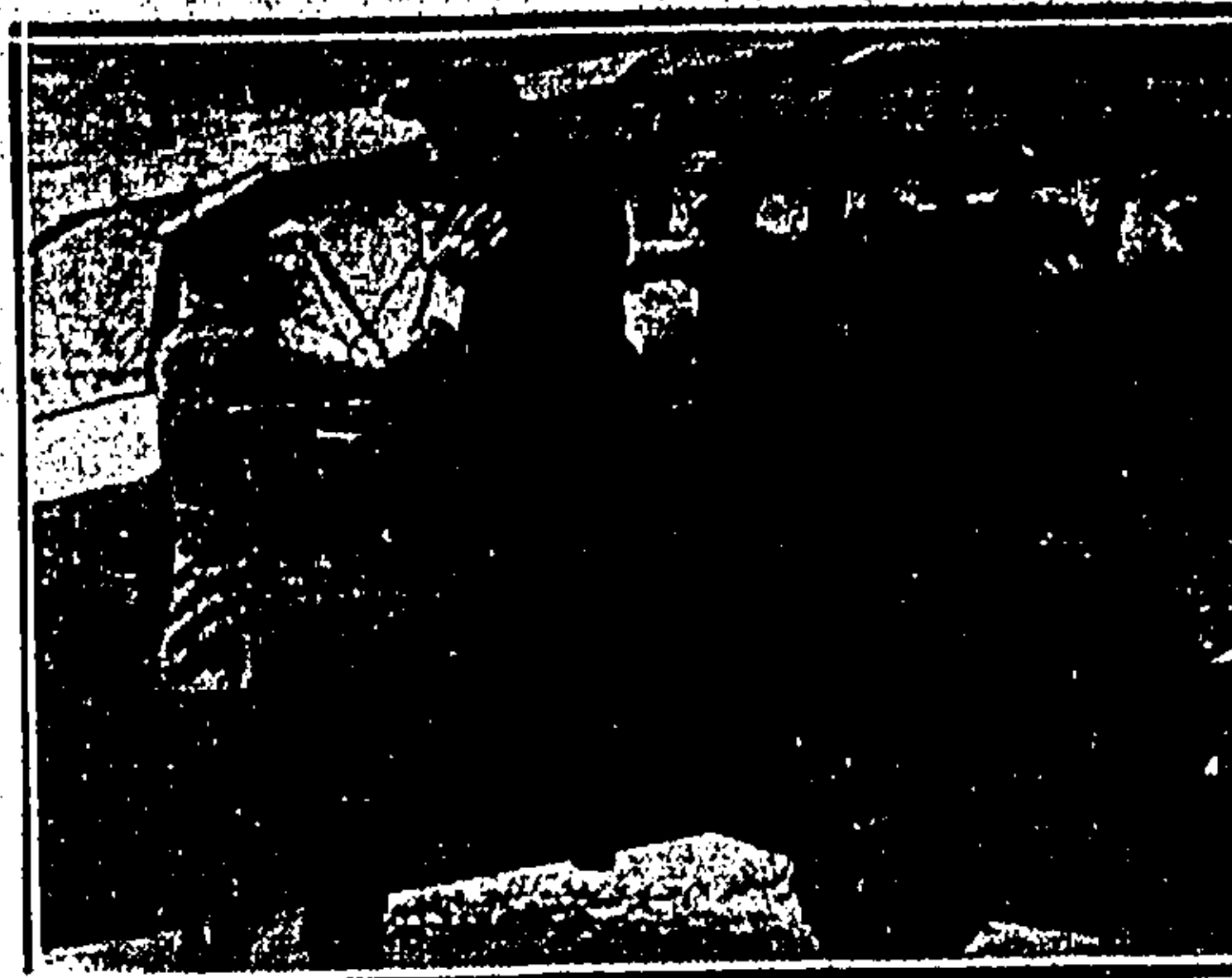
The Super-Six of today, retaining all those noted qualities, adds a greater economy of fuel, oil and maintenance, and a service policy of minimum cost, including astonishingly low parts price.

The Dragon Motor Car Co., Ltd.

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A NOVEL CURE FOR SPEEDING.



At Mayfield, California, motorists convicted of speeding are packed into an aeroplane and given a dose of real speed.

A General campaign for street safety and accident prevention has been sweeping the United States in greater proportions than has ever been undertaken.

The American Automobile Association, the National Automobile Chamber of Commerce, the National Safety Council, city, state and government authorities have combined in one serious undertaking to make traffic safer for both drivers and pedestrians.

A survey of cities throughout the country points to various means by which this object is sought.

City judges have been clamping down tighter than ever on traffic lawbreakers, preventive measures have been attempted, and all sorts of punishments meted out to violators. There is still, however, difference of opinion as to the best methods of solving the situation.

In Cleveland, Memphis and many other large cities, guilty drivers have met with severe fines or imprisonment in attempts to lower the accident and death rates on streets. Yet some automobile officials believe this is only part of a general remedy that should be applied to traffic losses.

SUGGESTED REMEDIES.
The National Automobile Chamber of Commerce urges five ways to improve traffic conditions. They are:

1. Hold speed down to a maximum of 20 miles an hour in all

residential sections, except where there are special boulevard provisions.

2. Jail, revocation of licenses and taking away the car of those guilty will help make streets safe.

3. Safety education in schools.

4. Gathering statistics for future means of control.

5. Relief of congestion by through routing of tourists and others who do not care to stop in town.

APPEAL TO DRIVERS.
Besides activities of officials, there is the motorist himself to whom the American Automobile Association has been making a special appeal for safety.

"Safety depends on the driver," says F. H. Galley, president of the Ohio State Automobile Association. "If conditions are to be improved drivers must recognize the personal element as still being of the utmost importance. The average driver falls into the habit of expecting too much from the protective equipment of his car." In its endeavour to create safer traffic conditions, the A. A. A. has opposed the enactment of radical accident prevention measures until they have been investigated and found practicable. Temporary flare-ups of police and judges, freak measures and other such practices are discouraged. The method shown in the picture above would surely come under the category of "freak measures."

THE ROMANCE OF BRITISH MAGNETO MANUFACTURE.

At the outbreak of the Great War in 1914 it was almost immediately recognized that very large numbers of motor vehicles would be required for various branches of military service. A little later it became equally apparent that there would be a very big demand for aero engines. In both spheres the British manufacturing industry was well equipped, with the one serious exception that, prior to the war, practically all our engine manufacturers had allowed themselves to be wholly dependent on Germany for that essential component, the magneto. In fact, one large German concern had obtained something nearly approaching a monopoly of the British market, and the few attempts made at competition by British firms had met with very little encouragement.

Now, the design and manufacture of a good magneto requires not merely scientific knowledge, but very considerable experience. Early attempts to develop distinctive types, while fairly successful, were not successful enough when the magneto had to be applied to such work that complete reliability was absolutely vital. Everything possible had to be done to make the British magneto manufacturing industry efficient as quickly as possible, and it was for this purpose that the British Lightning and Ignition Co., Ltd., was originally formed in the year 1919 as a proprietary company of the famous firm of Vickers, Ltd.

In the early stages the B.L.I.C. magneto was accurate copies of the German machines which it was their duty to replace. So long as the War lasted no attempt was made to deviate in important details from the original models. Quantity output was necessary, and any experimental work that might have held up output could not be justified.

In general, it has been the Britisher who has originated and the German who has shown

remarkable aptitude for copying and improving. In this case the reverse of the usual policy was at first forced upon the British Lightning and Ignition Co.

After the conclusion of the War, however, the opportunity occurred for the creation of a distinctive type of British magneto, not modelled upon any previously existing product, but representing fundamental changes and improvements rendered desirable by the and the increased speed of engines consequently accentuated imperfections of the rotating armature and made practicable by the availability of new materials possessing exceptional possibilities.

Consequently, in the year 1922, an entirely new type of B.L.I.C. magneto was produced and marketed after prolonged tests. In this machine, which will be on view at the British Empire Exhibition, we have the first British-built magneto in which the armature is stationary and the field magnet revolves. One or two foreign firms had previously worked on this principle, but the B.L.I.C. stationary armature magneto was in no sense a copy of the foreign products, but was simpler, lighter, smaller, cheaper and more efficient. Though it has only been on the market for less than two years, the B.L.I.C. stationary armature magneto is now fitted as standard by the makers of upwards of twenty well-known varieties of British motor cars. It has proved itself on the racing track and in road trials, and also in arduous daily service, and it is now practically certain that this first original product of a business in-urged in its inception with a first policy of imitating a German machine represents the magneto of the future, the principles of which will, in the course of time, be universally adopted.

Montreal, Canada, is going to replace its white paint directional signs with coloured markings. In the new design, various colours will be used to denote various routes.

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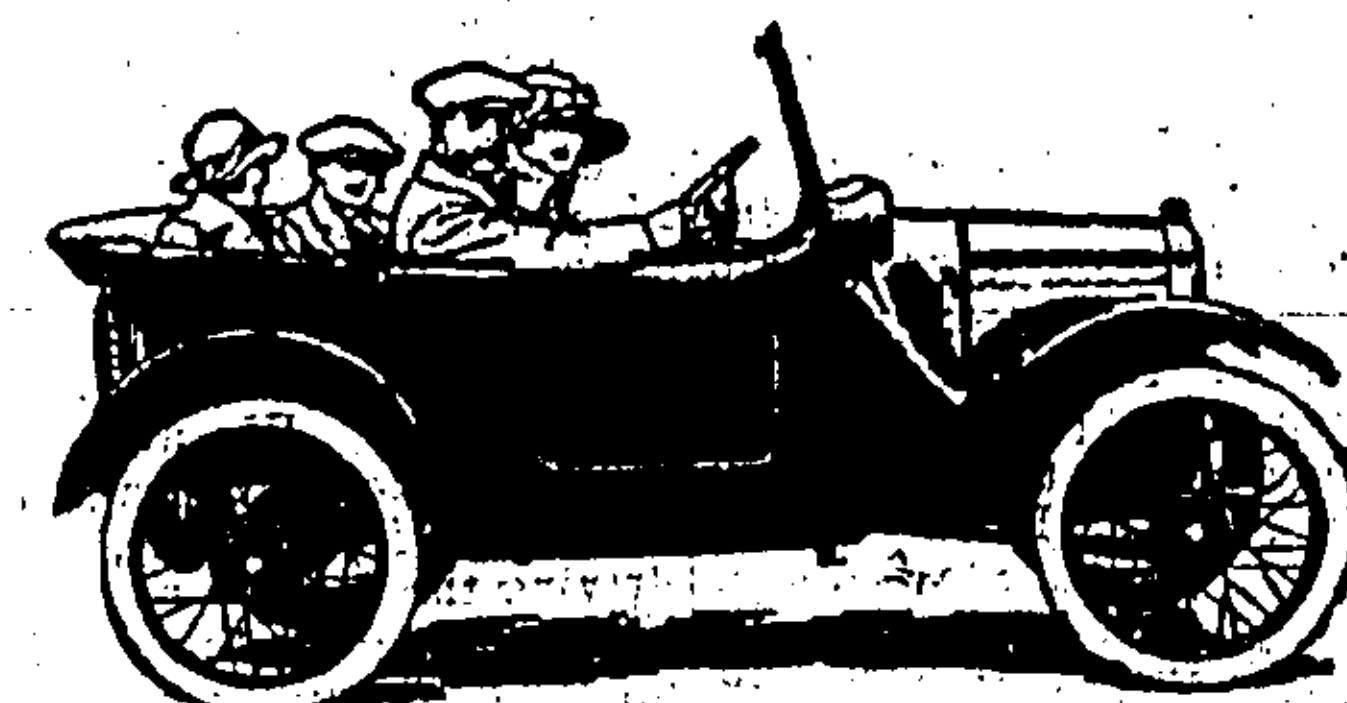
This control of material and quality has a great deal to do with Dunlop supremacy.

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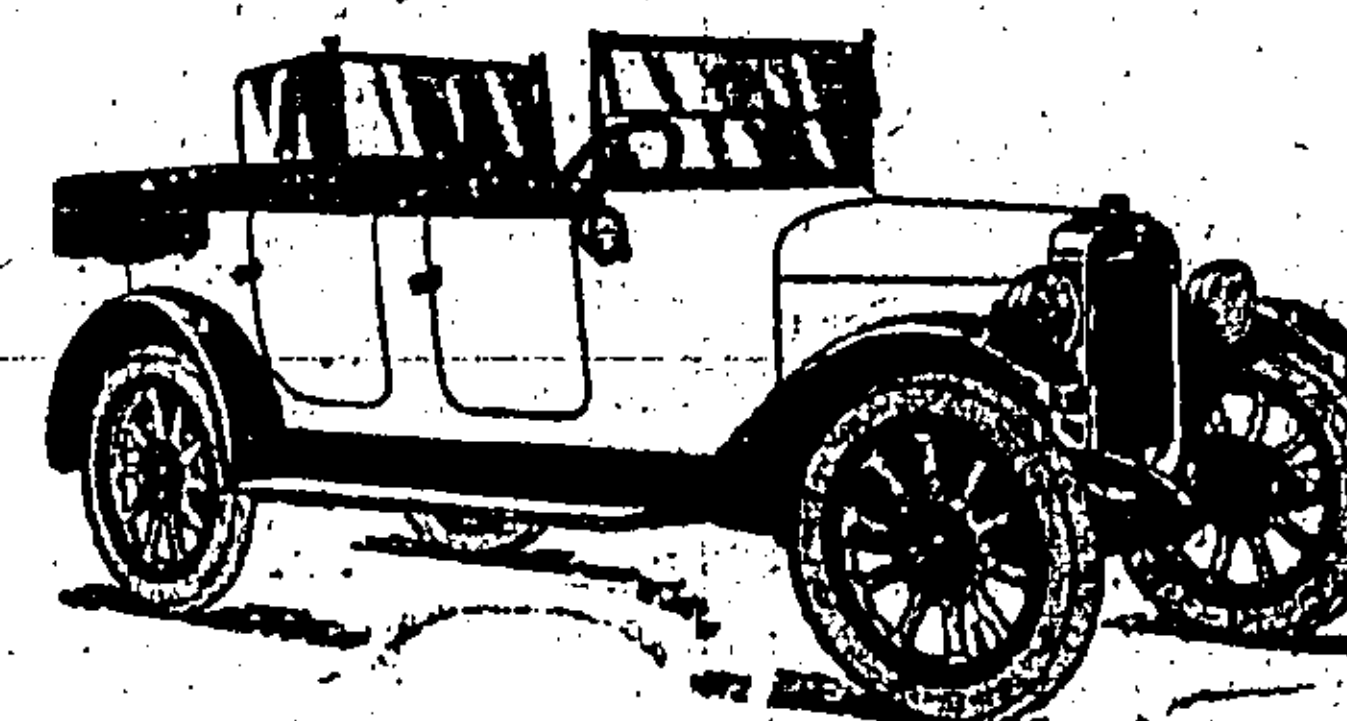
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Early delivery can now be given.



THE AUSTIN TWELVE 5 seater open touring car. R.A.C. rating 12.8 h.p. B.H.P. at 2000 r.p.m. 20. Upholstered in leather Adjustable driving seat. Equipment includes spare wheel and tyre, clock, rear screen, luggage carrier, and spring gaiters. Price delivered Hongkong ready for the Road £395.0.0.

Particulars of Other Models on Application.

N.B. Residents proceeding home on leave may purchase Austin "Twelves" or "Twentyes" in Hongkong, and take delivery in England, use the car for a period up to six months, return it to an Austin Depot, for packing and shipment to Hong Kong without extra charges.

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WOMAN MOTORIST'S FEAT.

JOURNEY OVER MOUNTAINS.

The day has long since passed when members of the so-called "weaker sex" hesitate at the suggestion of piloting a motor car. Time and the progress of western civilization have done much to overcome the hardships and dangers which one was always liable to encounter before travel by motor car came into its own.

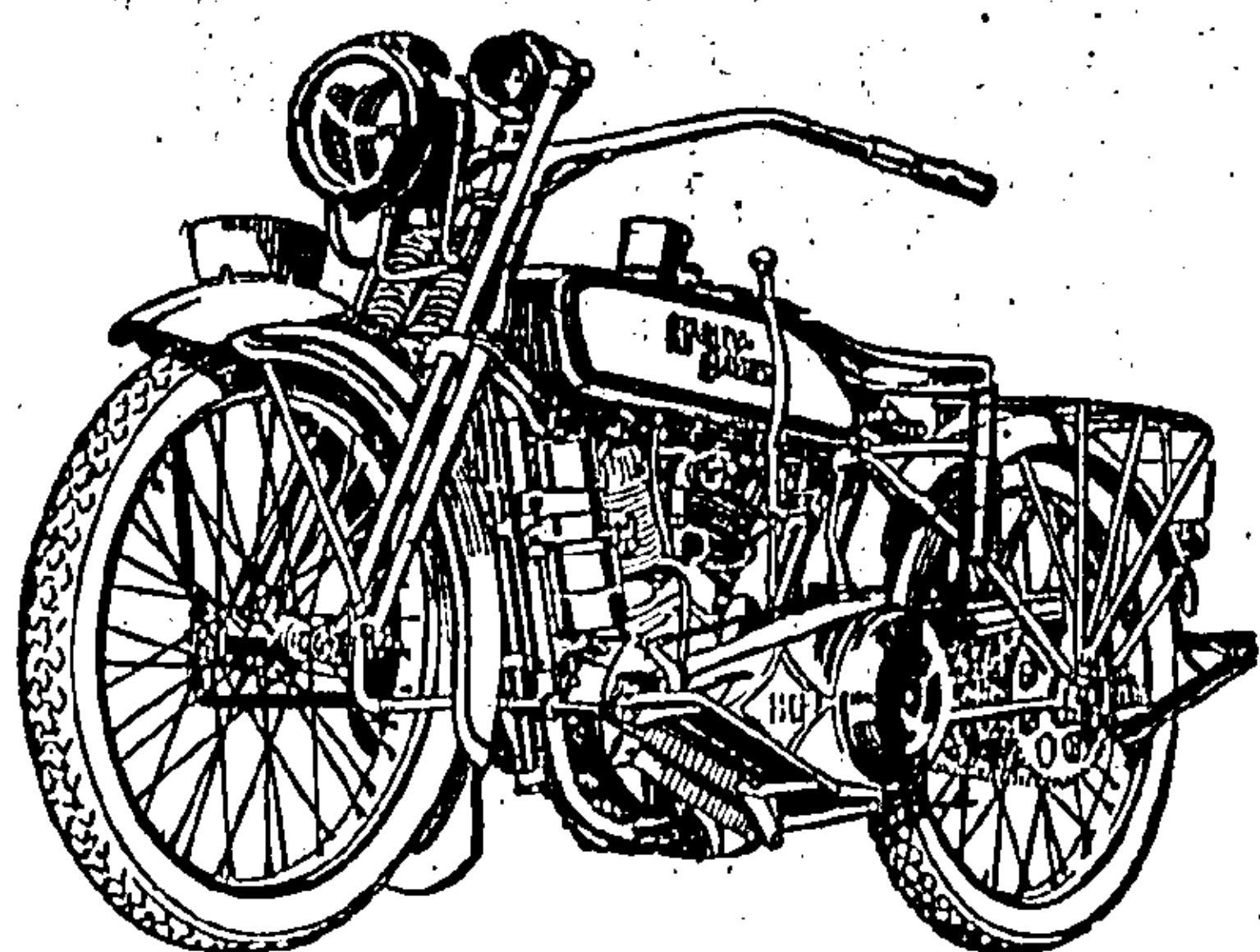
However there are few women who would venture to repeat the interesting experience of Mrs. Mary O. Scott, wife of N. D. Scott, of Scott's Caravan fame, who recently arrived in Los Angeles, California, from her ranch near Buhl, Idaho. Accompanied by only her two young children and the family watchdog, Mrs. Scott

drove her Cleveland Six. Touring car pulling a trailer with more than 1000 pounds, over the numerous canyon and mountain grades of the northern route from Buhl, Idaho, to Los Angeles, a difficult trip for even an experienced driver and one which subjected the car to a gruelling test.

When asked if she did not fear the venture, Mrs. Scott replied: "Oh, no! I have tested my Cleveland Six for the past two years and know how dependable it is. It can be fully counted upon for the utmost of endurance."

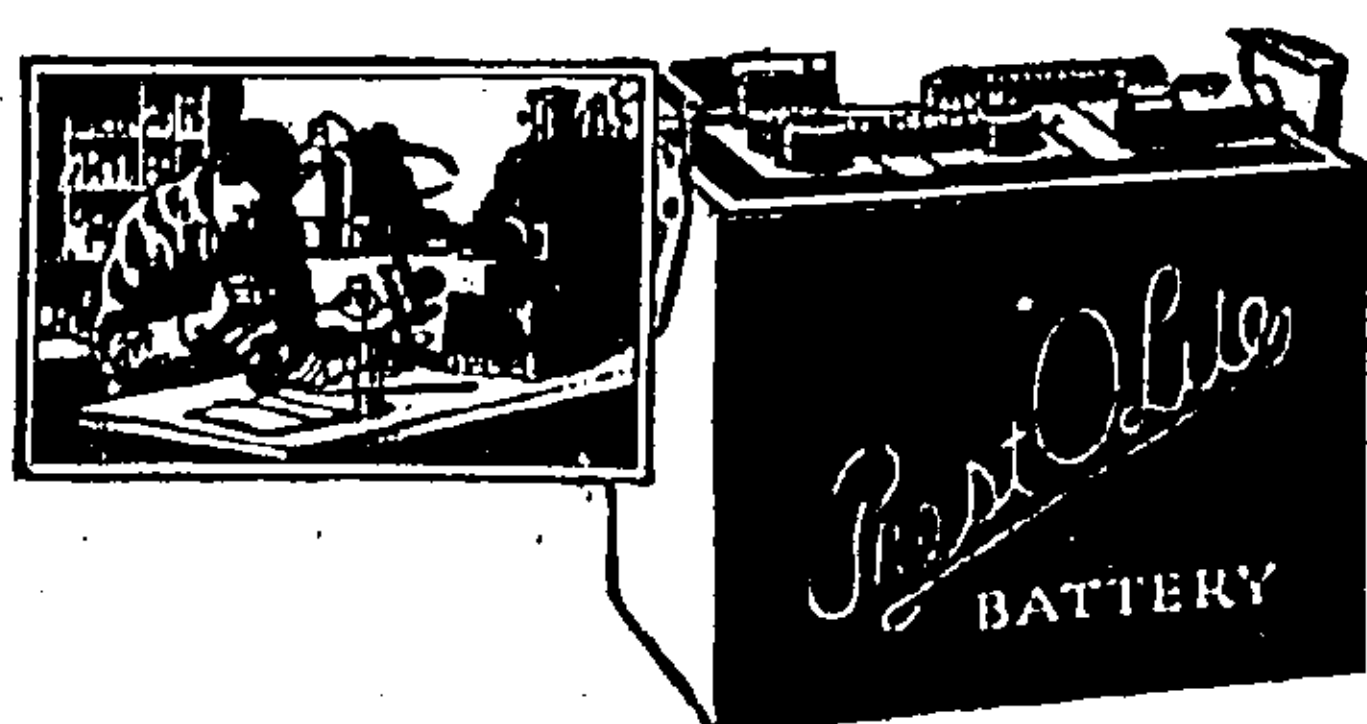
Most of us are familiar with the tiny mouth mirror used by dentists and now car repair men have adopted a similar "mouth mirror" for use in looking over the engine, which is positioned so low and so close to the car's body.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
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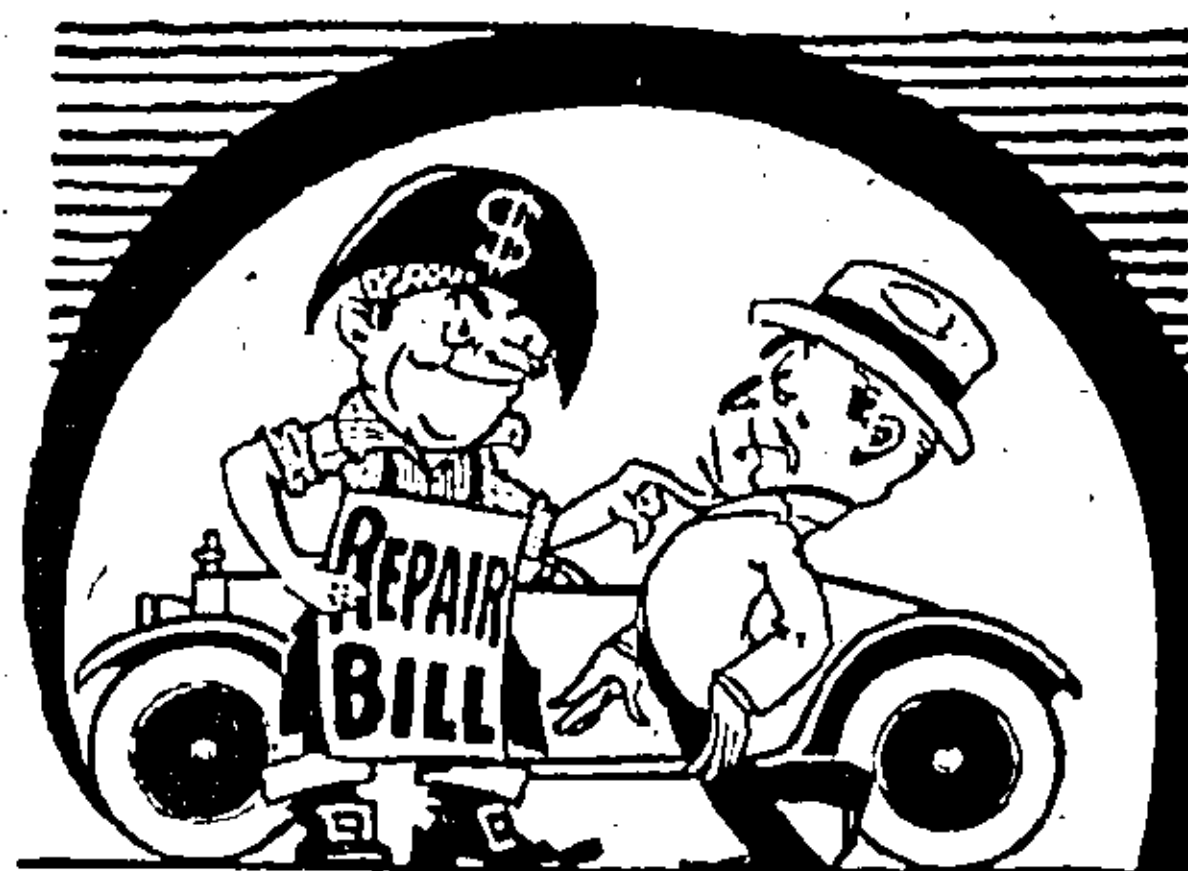
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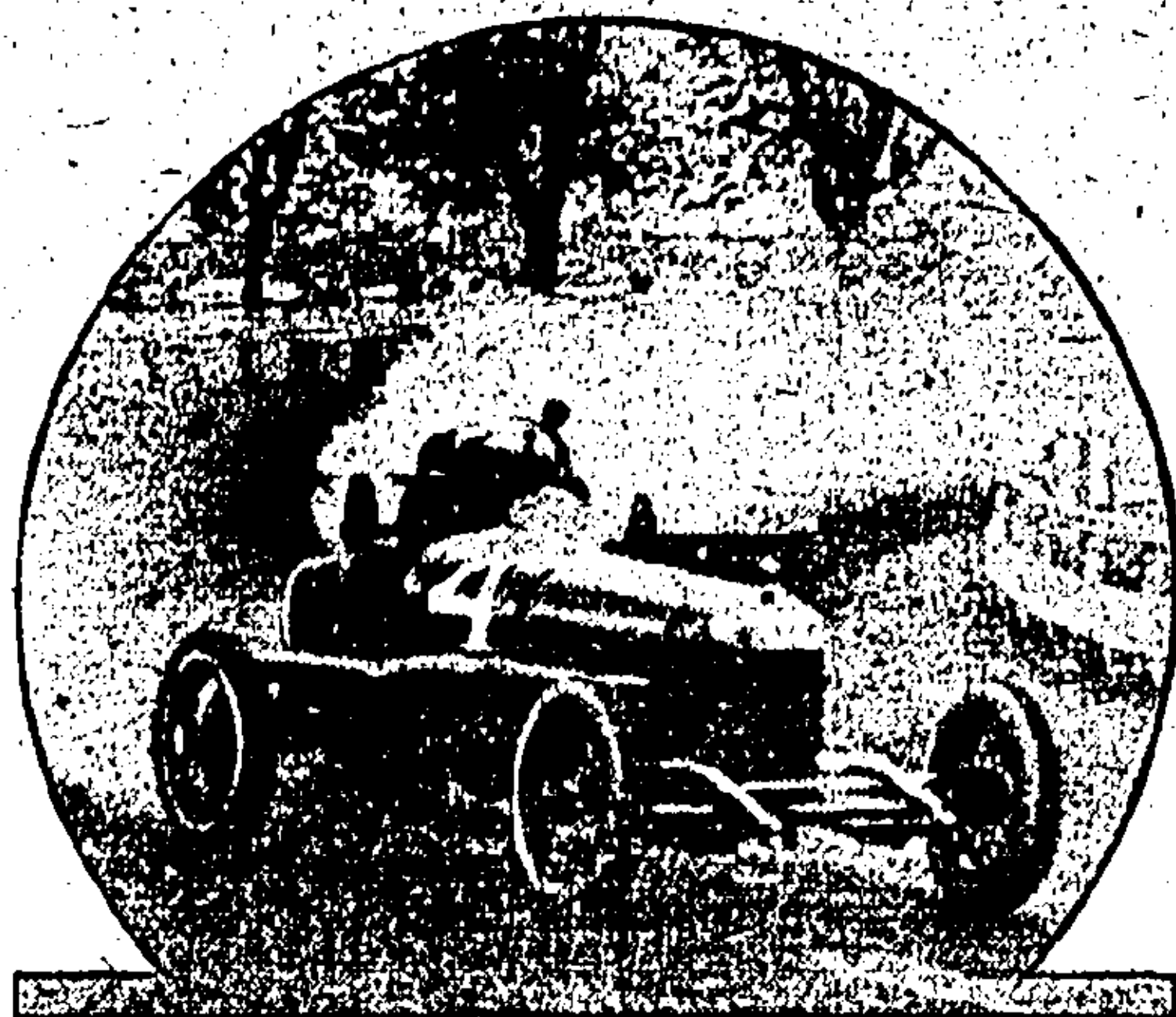
CHANCES are your car had been so neglected, there was a great deal the matter with it. They finally tinkered up all the kinks—but the shock of that bill almost proved fatal.

Patrons of this Garage find it a whole lot cheaper to have us keep their cars in top-notch condition all the time. It's the best way to avoid those shocking repair bills.

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TAKING THE LEAD ON A BEND.



An unusual photograph showing the winner of a race on the Mineola track (N.Y., U.S.A.) taking the lead on a bend.

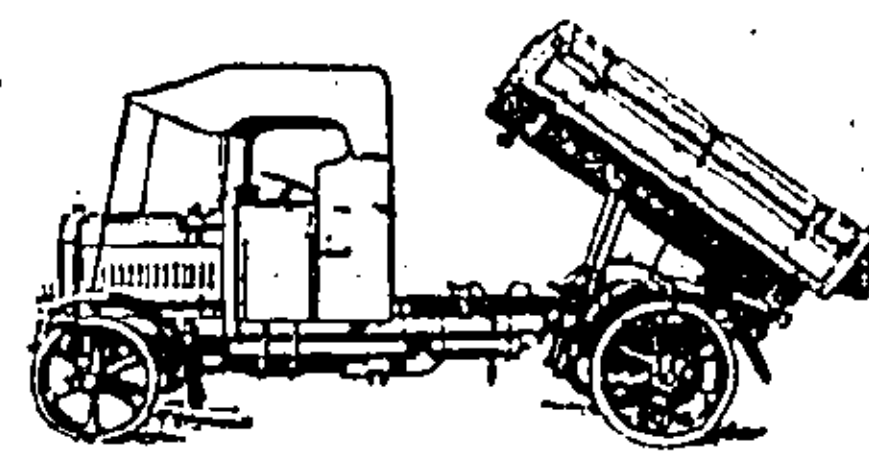
DENNIS LORRIES.

HUGE ORDERS BOOKED.

The Times in a recent issue devoted a considerable amount of space to a review by their commercial motor correspondent of the Dennis 2-2 1/2 ton tip-wagon, the vehicle submitted for the purpose being one of a large number ordered for overseas by the Crown Agents for the Colonies.

The leading oil companies of Great Britain have purchased during the past twenty months over 1,000 of these chassis, the model being the direct result of a world tour conducted by Sir Raymond Dennis for the purpose of studying on the spot the requirements of motor transport, the conditions under which it would operate in each of the countries that he visited.

The special features of the machine consist of a small turning circle, a radiator increased cooling capacity, very efficient braking a high clearance (the back axle gives a minimum of 11 inches.) There is also a good margin of power in the engine, and



A Dennis 2-2 1/2 ton tipping lorry.

accessibility to all working parts has received special attention, while every part of the chassis is built to jig and accurately measured and tested by experts in order to ensure perfect interchangeability so that replacements go into position without any fitting. It is not surprising, therefore, that this model, although designed to meet overseas conditions, is a very popular one with users of medium-sized motor vehicles at home.

The tipping gear is of the three-way type, having hydraulic twin rams with tops of the ball and cup pattern and steel fulcrum pieces on which the body turns when tipping at either side or at the end. The pump for supplying the necessary pressure is contained in the oil reservoir box. A patent automatic valve puts the pump out of action when the body has reached its maximum angle of tipping in any direction.

One of the vehicles actually supplied to the Hongkong Government, and the subject of the test by the commercial motor correspondent of The Times, is illustrated herewith.

THE SECOND MILLION.

IS OFFICIALDOM PROVIDING FOR DOUBLED MOTOR TRAFFIC?

Captain E. de Normanville writes in the Daily Chronicle:—A subject we touched upon lightly recently is worthy of more consideration than we then gave it. So let's consider it to-day.

We have just recently topped the One Million motor vehicles mark. When shall we top the second million? What will conditions be like when we do? And is there anyone in the happy land of Officialdom looking forward and organising for that shortly-to-be state of affairs?

It has taken us some 30 years to get this first million, but it will surprise me if we are very much more than, say, five to six

years in getting to the second million.

And five years is not a very long time to look forward in matters of national import. I wonder if anyone is officially looking forward for those five years? If I "open a book" on the subject, the odds will be 100 to 1 against.

FACTORS WHICH WILL COUNT. Can you picture what the road conditions will be like in your own particular little part of this country if the motor-propelled traffic were doubled? Can you visualise how the existing confusion would be worse confounded?

Of more importance, can you visualise how really "national" the use of motor vehicles will then become? How the motor will enter into every phase of industrial Britain? How vital it will then be as a prime factor in the transport of industrial and domestic Britain?

Can you appreciate how much more "National" a rise of ninepence per tin of petrol would then be? Can you appreciate the trading magnitude and vital importance of purveying something approaching 1,000,000,000 gallons of motor spirit per annum. We shall use the vehicles more as we develop their use, and the extraordinary petrol economy of motor-bicycles will be gradually replaced by the still more extraordinary petrol economy of the small car.

SAFETY FIRST FORESIGHT. And what of the Safety First conditions when we have twice the number of motor vehicles on our roads? It is, of course, obvious that, other things remaining equal, the greater the number of vehicles in use, the greater the danger.

Yet whether the suggested period prove right to a year or so, it is quite certain that in the very near future we shall have over two million motor vehicles on our roads, and if there is no official foresight or organisation to cope with those new conditions—well. Heaven help us!

In the States, you may be thinking, have they not already got some 13,000,000 motor vehicles? What is our mere million by comparison with that? And aren't they producing more at the rate of between 3,000,000 and 4,000,000 per annum?

Despite their incredible magnitude these figures are facts. But there is another fact also.

A GLIMPSE AHEAD.

I was always a pretty good duncer at geography, but I believe that a very excellent worthy used to instill into my feeble powers of memory that there are over 3,500,000 square miles of the United States. And if that fickle jade Memory plays me not false, we cannot boast of much more than 100,000 square miles.

So far as size is concerned, therefore, they have us "well beat," though for purposes of more accurate comparison one ought to have road mileage figures to work on. I suppose somebody knows what they are respectively—but I'm not that somebody!

But the fact remains that unless someone official looks forward those five years of motor-traffic development, we shall be in the conundrum!

There will be vast national problems relative to road safety, roads, traffic congestion, fuel supplies, parking places, shopping facilities, getting into and out from towns, passing through them, traffic signalling and control—and so on.

I repeat that five years is a short time to look forward on such a national problem. Now is the time to do it; not panic measure when it is on top of us.

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MOTOR CARS

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BUICK Four-Wheel-Brakes performed upon thousands of Buick cars that not even so much as a cotter pin was changed in building the 1925 Buick brake equipment.

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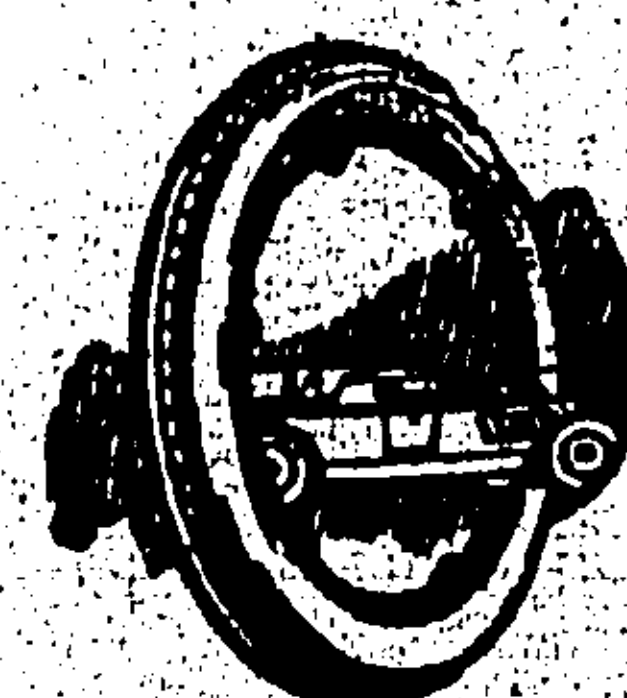
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A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

CARS
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STORAGE

MOTORING TOURS IN IRELAND

Since the Automobile Association began to issue "crisp" guides for the Irish Free State, the number of members proceeding to Ireland with their cars and

motor cycles has increased by over 100 per cent. In anticipation of a great demand for assistance in regard to motor touring in Ireland during the coming season, the Automobile Association has specially supplied

ment (to be organized at Dublin and Belfast). For those who are planning to visit Ireland, the Association has a special guide to Ireland, which is available at a special price.

THE OLYMPIA MOTOR SHOW.

BRITISH CARS FOR WORLD MARKETS.

Special report to the Hongkong Telegraph, continued from last week.

Turning to matters dependent on general observation rather than the examination of individual exhibits, one noteworthy tendency is the steady increase during recent years in the employment of chain drive for camshaft and auxiliary drives on car engines. The choice of the best transmission for such purposes is an important one, since it is necessary to devise a drive that can withstand severe shocks in the nature of hammer blows. In this respect the chain

possesses a certain elasticity which gives it inherent advantages. In addition, it has high efficiency, is silent in running, and gives a very long life. For instance, the exhibit of Messrs. Hans Renold draws attention to an example of a chain for driving the timing gear of a 45 h.p. motor bus engine, the vehicle having covered 136,000 miles with the same chain.

As regards suspension, one notes the very general employment of spring gaiters. The

latest type of the Jeavons lubricating spring gaiter, manufactured by Messrs. Ramsdens of Halifax, seems to approach very closely to perfection. The leather gaiter has a waterproof lining and the oil, after being forced through a valve by a charger, is fed to the inside of a wick collapsible tube running the length of the spring. The movements of the spring forces the oil through the tube, first on to the top of the spring and thence down the sides, where it is absorbed and retained by wick lubricating pads.

In the course of a general inspection one notes also the extensive employment of "Triplex" glass in place of ordinary glass for windscreen, windows, and so on. The use of this glass is most important, particularly on closed cars in which the area of the windows is considerable. The shattering of ordinary glass is one of the most frequent causes of serious injury to passengers in the event of an accident, whereas "Triplex" glass may be starved or forcibly penetrated, but, what ever happens, there are no splinters or sharp points.

Before proceeding to deal further with specific exhibits, one more reference may be made to general tendencies as indicated by some extraordinarily interesting statistics collected by the British Journal, "The Autocar." These statistics are based on examination of the specifications of some 350 cars, British and foreign. They show that, of those, 47 per cent. have four-wheel brakes fitted as standard. Over 50 per cent. have four-speed gear boxes and transmission from gear box to back axle is about equally divided between the torque tube and the open shaft. The final drive in 82 per cent. of cases is by spiral bevel.

As regards springing, front suspension in four cases out of five is by semi-elliptic springs. More than half the cars also have these springs at the rear, though 21 per cent. have cantilever rear springs and nearly 17 per cent. have quarter-elliptic. Steel spoke wheels are slightly more general than wire wheels.

As regards engines, the four-cylinder type is fitted in 77 per

cent. of cases, while 21 per cent. have six-cylinder engines. Side valves are still rather more common than overhead valves. Four engines out of five have detachable heads. Nineteen cars out of twenty are now fitted with electric starters, and magneto ignition is to be found on 82 per cent. of the tyres under consideration, coil ignition being used on 16 per cent. and dual ignition on 2 per cent.

The continued popularity of the magneto on British vehicles is very largely due to the enterprise and pertinacity of the British magneto industry, which has continued to develop satisfactorily under the most discouraging conditions, producing new types which possess marked advantages. A good example is the "polar inductor" type of magneto that has been developed by the British Thomson-Houston Company, being based on the firm's experience in respect of the equipment of aero engines. In this machine the malleable iron inductors, keyed to a non-magnetic shaft, produce the necessary reversals of the magnetic field. Consequently, the rotating element is exceptionally robust and simple. In addition, an independent automatic timing control, which gives improved flexibility on top gear and increases efficiency, can be incorporated.

SOME NEW MODELS.

Certainly one of the most interesting new models at the Show is the 14.45 h.p. Rover designed by Mr. P. A. Poppo. The engine has been planned with a view to very high efficiency and consequently has been so designed as to give hemispherical combustion chambers with central plugs. With the same object in view, overhead valves are employed. These valves are inclined and are operated in a very ingenious manner from a single overhead camshaft. The pistons are of aluminium alloy, and lubrication is by pressure to all bearings. The four-speed gear box forms one unit with the engine, and thence the drive is through an enclosed propeller shaft and spiral bevel gear. The equipment includes four-wheel brakes and balloon tyres. The track is 4ft. 6ins. and the ground clearance 8 inches.

Prominent among the new models which should appeal strongly in the Overseas markets is the 13/35 h.p. Triumph, an example of which is shown under a handsome saloon body, the complete car being priced at £495, from which it is clear that the chassis price is not excessive.

This car has a 4ft. 8ins. track and a 10 inch ground clearance. It is, I believe, the only British car in the Show which is fitted with hydraulically operated four-wheel brakes. These are so designed that leakage of oil is impossible. The method of operation is very simple, and the brakes themselves are of the external contracting type.

The latest addition to the Arrol-Johnston range is the new 12 h.p. model, which differs from the larger car of the same make in respect of suspension, the rear springs being of the quarter-elliptic type. Four-wheel brakes are provided as standard and separate hand brakes operate on the rear wheels. Both of the larger models of Arrol-Johnston, namely, the 20 h.p. and the 15.9 h.p. have the wheel track and clearance which is demanded in so many overseas markets. They are, moreover, very substantial and efficient cars, thoroughly well suited for use in all parts of the world.

The 14 h.p. Hampden supercedes the previous 12 h.p. model of earlier date. The increased power is given without any increase in price, though the change has been accompanied by improvements in chassis and bodywork. The all-weather equipment of the car is extremely complete, and the body provides more than usually generous accommodation. Four-wheel brakes are fitted in addition to a pair of separate hand-operated brakes on the rear wheels.

The Windsor car, which was first shown at last year's Exhibition, is one of these makers of which are still for the present adhering to the old method of starting power. It is consequently known as the 10/15 h.p. Windsor, though many firms would now describe it as 12-30 h.p. or thereabouts. In this car the unit contraction of engine and gear box is adopted, the gear box gives four speeds, and four-wheel brakes are fitted. The vehicle comes into the category of highly efficient and highly equipped cars. Built to satisfy the consumer, but marketed at reasonable prices. For example, this complete two-seater is priced at £285.

The new model of Bean is the 12 h.p., which supercedes the original 11.9 h.p. model. The new "Twelve" is almost a replica of the "Fourteen" except as regards size. It has a wheel track of 4ft. 1 ins. and a clearance of 8 inches, whereas the "Fourteen" has the standard wheel track of 4ft. 8ins. and a clearance of about 10 inches. The larger model, since it was first introduced last year, has placed to its credit many admirable performances under exceptionally trying conditions. It has, for instance, twice crossed the continent of Australia, covering over 6,000 miles, much of it in territory not previously penetrated by any motor vehicle. This was done with a total load equivalent to the weight of no less than sixteen average passengers, but the only mechanical trouble during the whole journey was a broken cross-steering rod.

In the Crossley range the well-known 19.6 h.p. and 20/70 h.p. models are supplemented by the 14 h.p. model. This is on a chassis of straight-forward, simple and substantial design, and in no way to be classified in the light car class. The 19.6 h.p. model is, of course, the one that made itself famous by breaking the record in 1913 for the mileage covered in any certified trial under R.A.C. observation.

A new model in the Star range is an intermediate size between the 12/25 h.p. and the 20/50 h.p. types and is rated at 14/30 h.p. The engine and gear box are in one unit, four speeds are provided and four-wheel brakes are fitted. Moreover, the chassis has ample ground clearance and a wheel track of 4ft. 8ins.

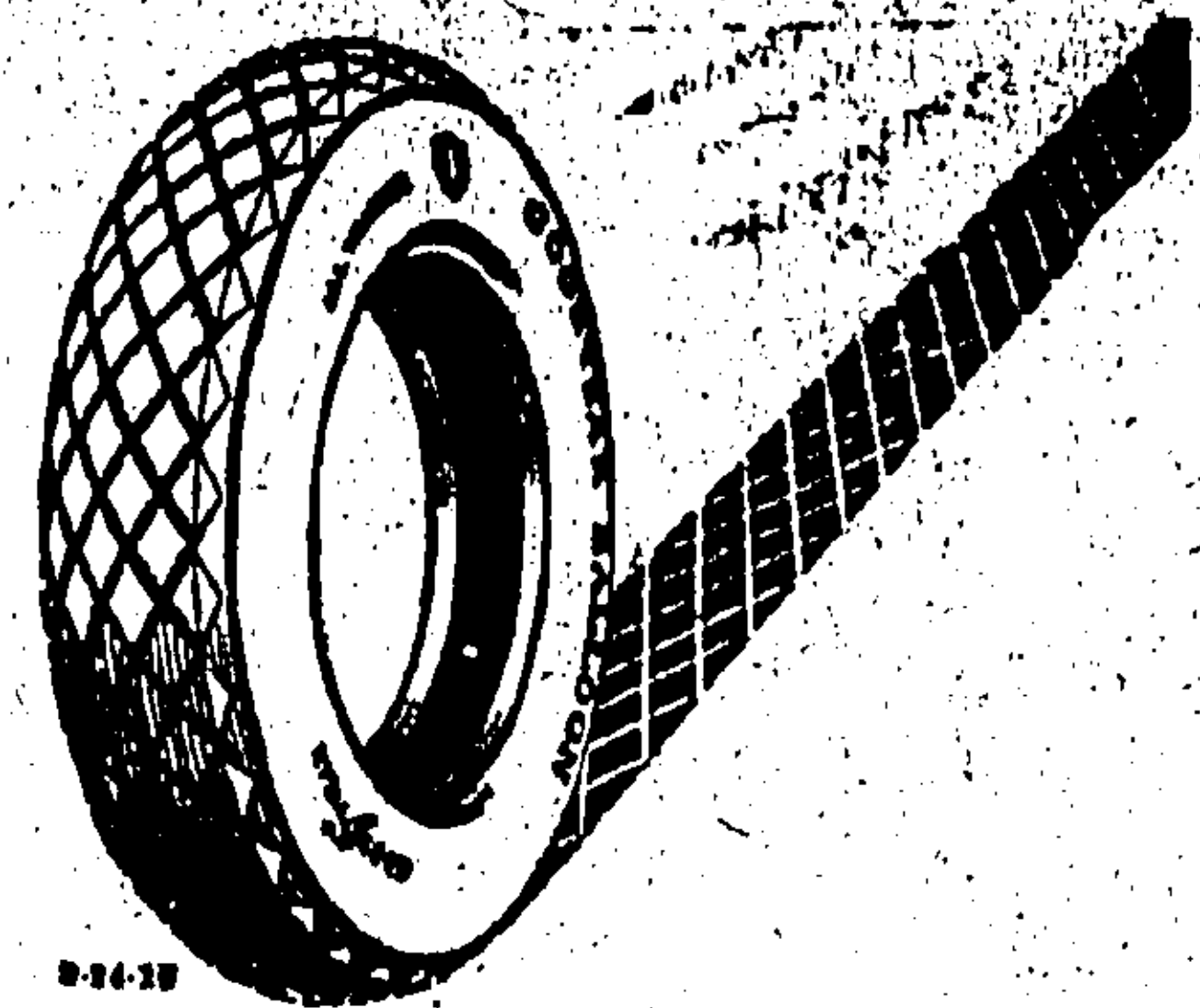
It is very satisfactory to note how general the adoption of the standard wheel track is now becoming. In most cases it is coupled with ample clearance and with all those qualities of strength and reliability that are necessary to make a car popular in the Overseas markets. An excellent example in this category is the 20 h.p. Vulcan touring car. This has four speeds and the drive to the full floating back axle is through overhead worm gear. Chassis lubrication is on the grease gun system. The Vulcan exhibit also includes good examples of the 12 h.p. model, interesting points in the design of which are the three-quarter elliptic rear springs and the mounting of the gear control separate from the frame so that strains cannot be transmitted from frame to gear even on the roughest roads.

DETAIL IMPROVEMENTS. On many stands occupied by prominent manufacturers no new models are to be seen, the change of programme confining itself to detail improvements of existing types. Thus, in the 8/18 h.p. Humber the grease gun system of chassis lubrication has been incorporated. First and second gear ratios have been reduced to give even better hill-climbing capabilities and the transmission has been strengthened. In the 12/25 h.p. Humber a special coupling has been provided to facilitate adjustment of the magneto. A very simple and clean method of draining the engine sump is incorporated. The springing has been improved throughout and the height of the radiator has been increased to ensure very efficient cooling even in the hottest climates. The chassis has ample clearance and a wheel track of 4ft. 7ins.

In the 11 h.p. Hillman several detail improvements have been made. In particular, the lubrication system has been altered and rendered peculiarly effective and neat. The gear pump is now mounted at the rear end of the camshaft. Various other modifications have been made with a view to increasing accessibility and improving suspension. Low pressure tyres are fitted as standard and the bodies of the cars have been considerably widened.

IMPROVED EQUIPMENT AND BODYWORK.

The Hillman may be taken as a good example to illustrate a very important modern tendency; that is to say, the complete equipment of the car so that, as sold, it shall, in fact, be "ready for the road." In this instance, in addition to balloon tyres which are optional without extra charge, the equipment includes a clock, speedometer, dash lamp, oil pressure indicator, license holder, petrol gauge, air strainer to dash, floor carpets, electric horn, windscreen wiper, hood envelope, spring gaiters, electric self starter and lighting, five lamps, spare wheel and tyre, and full kit of tools, all of first class quality.



LONG LIFE FOR BALLOON TYRES WITH Goodyear Supertwist

Balloon Tyres ride easier than ordinary tyres because they are not inflated so hard.

This means that they will bend and flex more, but it is this bending and flexing that breaks down most high pressure tyres.

So to make Balloon Tyres practical Goodyear developed a new cord material made of Supertwist Cords.

The construction of these Cords gives them greater elasticity.

They stretch farther - 50 per cent more than tyres of earlier construction.

Hence, they stand more shocks than other cords.

Supertwist Cord is used only in Goodyear Tyres.

So in Goodyear Balloon Tyres you are assured not only of greater riding comfort but maximum durability as well.

GOODYEAR MEANS GOOD WEAR

GOODYEAR

BALLOON TYRES
MADE IN CANADA

DISTRIBUTORS

ALEX. ROSS & CO., (China) Ltd.
BANK OF CHINA BUILDING HONGKONG.

The recent shipment of - MATCHLESS MOTOR CYCLES has been sold.

Another range of 1925 models is now on the way to Hongkong.

Hongkong Hotel Garage. Tel. Central, 4759

MICHELIN TYRES

OFFER YOU THE
MAXIMUM

SERVICE

AT THE
MINIMUM

EXPENSE



Full stocks carried by

**THE EUROPE-ASIA
TRADING CO.**
China Building

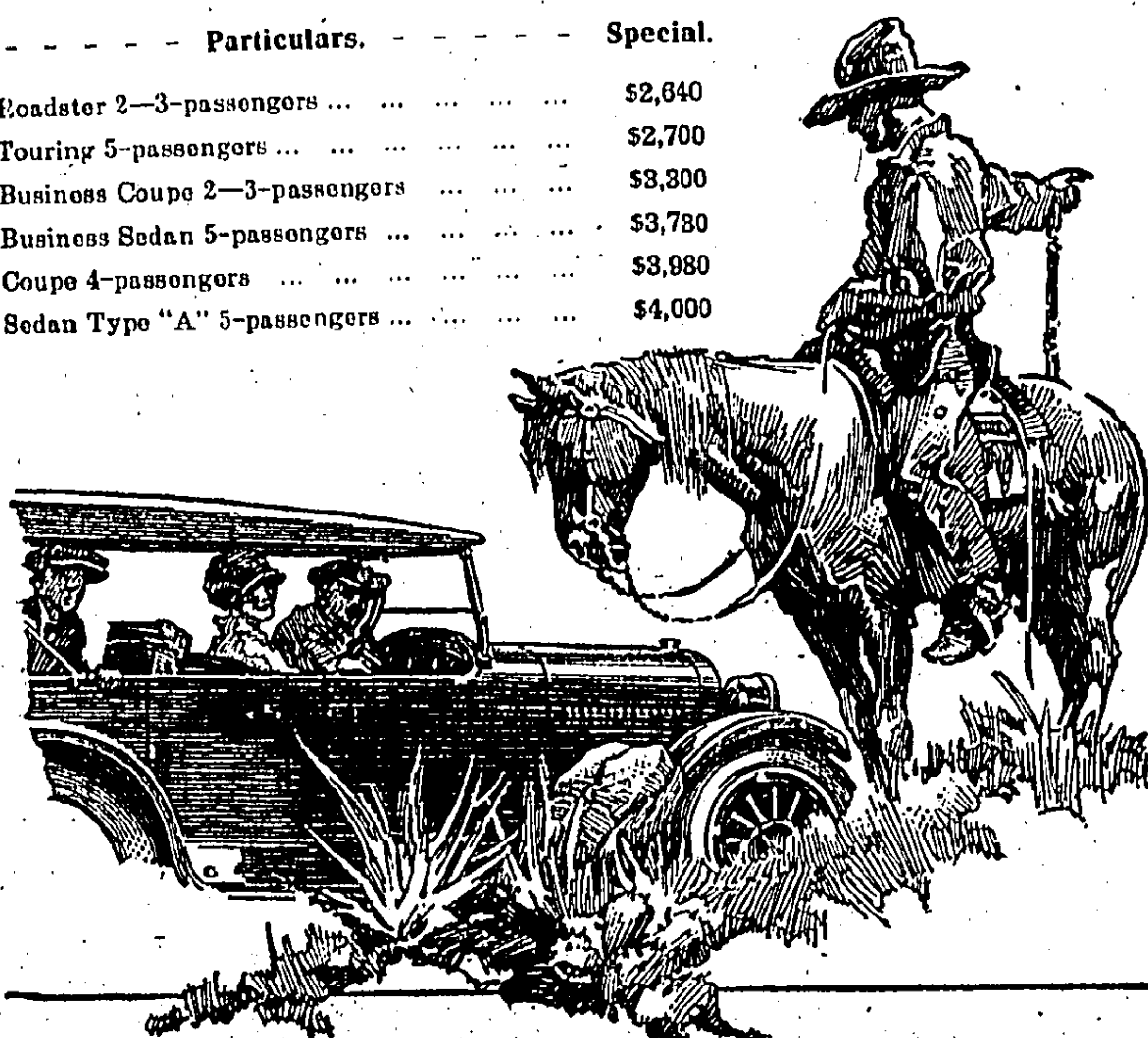
Ask To See The Balloon Tyres

SOUND VALUE

Day in and day out, in all parts of the world, Dodge Brothers Motor Car serves its owners faithfully and at low cost. This is because Dodge Brothers have consistently built their product more staunchly than strict manufacturing practice requires.

Employing only the finest materials, they have insisted upon an exceptional margin of excess strength in every part that takes a major strain.

Standard.	Particulars.	Special.
\$2,870	Roadster 2-3-passengers	\$2,640
\$2,430	Touring 5-passengers	\$2,700
\$3,100	Business Coupe 2-3-passengers	\$3,300
\$3,500	Business Sedan 5-passengers	\$3,780
\$3,780	Coupe 4-passengers	\$3,980
\$3,500	Sedan Type "A" 5-passengers	\$4,000



The Dragon Motor Car Co., Ltd.

Registered Head Office and Show Room:

Wong Nei Chung Road (Happy Valley) Telephone Central 1246 or 1247.

"POPPY DAY."**MAGNIFICENT RESULT.**

Hongkong can worthily congratulate itself on the splendid result of the "Poppy Day" Drive on behalf of Earl Haig's fund for ex-servicemen, for we learn that in Hongkong alone, the sum of £2,563 was raised. The full returns from the out-ports are not yet to hand, but it is confidently expected that the above sum will be increased to just over £3,000—a figure which is particularly gratifying. Hongkong's contribution last year was just over £1,000, and the aim of this year's Committee, namely, to more than double that figure, has, therefore, been realised. We would like to extend our congratulations to the Committee and also to Mr. H. Glanville, the hard-working Hon. Secretary.

STILL ROUGH.**INCOMING STEAMERS DELAYED.**

Vessels coming into port yesterday and this morning still report very rough weather outside, especially between here and Singapore. Even big steamers are taking from seven to eight days to make the passage, northerly gales and heavy seas being encountered. The Toki Maru, a Japanese vessel, struck a particularly strong wind and took 13 days to make the journey.

The typhoon, which is reported to be south, is either moving very slowly or is stationary, but it is not of severe intensity and will probably be blown out by the monsoon.

Vessels from the north report the N.E. monsoon to be exceptionally strong, amounting to a gale at times. High seas in the Formosa Channel have had to be weathered, whilst severe squalls have been experienced.

KOWLOON JUNIOR SCHOOL.**WINNERS OF PRIZES.**

As reported in our issue of last evening, the distribution of prizes took place at the Kowloon Junior British School yesterday afternoon.

The following is the prize list:

Class 7.—Class prize and Scholarship, Arthur Raven; Prize for deportment, Elizabeth Blyth.

Class 8.—Class prize and scholarship, May Witchell; Prize for deportment, Jack Smith.

Infants A.—Class Prize, Alan Greenwood.

Infants B.—Class Prize, Mac Brown; General Progress, Freida Salmon.

Infants C.—James Ede.

AFTER MANY DAYS.**CONSPIRACY CHARGE: DEFENCE TO BEGIN.**

The evidence for the prosecution in the case in which two solicitors' clerks are charged with conspiracy and fraud by means of which Wong Tak-yin, a concubine of Mr. Ho Kom-tong was deprived of certain leasehold properties in the Colony, was closed at the Central Magistracy yesterday.

Mr. N. I. Brower said that he made no attempt to keep the case out of the papers. He gave Ho Sai-lok every hope that it could be because he thought the case could be taken in chambers.

Mr. Ho Kom-tong said the properties were transferred to his concubine under a trust, by which he remained absolute owner during his lifetime. The title deeds were kept in his private strongroom. The total value of the properties was \$185,000. Ho Sai-lok was nineteen and was given \$25 pocket money every month. Witness settled the dispute in regard to the properties by paying, on the advice of his solicitor, \$70,000 to Lau Shun-cho. The case was adjourned.

BIG FILM.**"THIEF OF BAGHDAD" AT CORONET.**

All the pantomimes of the world seem to have contributed to "The Thief of Baghdad," Douglas Fairbanks latest picture showing at the Coronet Theatre this evening. It is the Arabian Nights story of the three rivals for the hand of the Princess who were sent to search for a wonderful treasure, and it is every child's dream of the Arabian Nights made real. The film is a riot of miracle. There is the Flying Horse, the Invisible Cloak, the Crystal which reveals everything, a flight of a thousand steps leading to the moon, the Valley of Monsters and the World of the Midnight Sea. And when finally the hero, with the princess, steps on to his Magic Carpet, sails up a staircase, through a window, across the bazaars and over the pinnacles and towers of Baghdad to the land of Happiness, it must be a very hardened cynic indeed who can forbear to cheer.

We have to acknowledge receipt of a very attractive pocket diary, issued with the compliments of Gordon's Dry Gin Company, for whom Messrs. Donnelly and Whyte are the local agents. The feature of the diary is the interesting sporting information it contains.

INSURANCE MERGER.**UNION INSURANCE SOCIETY OF CANTON LTD.****AND YANGTZE INSURANCE ASSOCIATION, LTD.**

We are informed that an agreement between the above named Companies has been entered into for the amalgamation of their working interests and only requires ratification by the Shareholders. The substance of the Agreement is as follows:

(1) The Society undertakes to issue and allot part of its unissued capital (i.e. shares of the nominal value of £10 each) credited as fully paid-up to the extent of £4 per share to Shareholders in the Association in exchange for their shares on the basis of one share in the Society for every six shares in the Association.

(2) As regards odd shares (not amounting in number to six) the shareholders of the Association may retain them if they wish. The Society, will, however, purchase any odd shares at the current market price unless it considers that such price is unduly inflated.

(3) The scheme is contingent upon the shareholders of the Association being agreeable to transfer to the Society a substantial majority, satisfactory to the Society, of the shares of the Association.

(4) The Agreement will be inoperative unless it is approved by meetings of each Company, and the Association proposes to circularize its shareholders to obtain an expression of opinion from them.

Preliminary circulars to this effect were posted to the respective shareholders of each Company last night.

This announcement will no doubt be read with great interest by the public generally and we feel sure that the scheme will commend itself to the shareholders of both Companies and receive their full support.

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.

St. John's Cathedral, Hongkong.—Sunday, Nov. 30th, 1924. 1st Sunday in Advent. Holy Communion (8 a.m.) Matins (11 a.m.) Preacher, Rev. H. Copley Moyle. Subject: "Death." Evensong (6 p.m.) Preacher, Rev. R. J. Northcott, C. F. Subject: "Is there a Living God?" The Band of the East Surrey Regiment will play.

Wesleyan Church, Queen's Road East, opposite Royal Naval Hospital, Wanchai.—Sunday, 30th Nov., 1924. 10.15 a.m. Divine Service and Naval and Garrison Church Parade. 6 p.m. Divine Service. Subject: "Christmas Preparations." Preacher: Rev. C. Clouston Porri, Hon. Chaplain to the Forces. 3 p.m. Sunday School. Sailors' and Soldiers' Home, Arsenal Street, 8 p.m. Sunday, Chaplain's Meeting and Social Hour. 8.30 p.m. Wednesday, Wesley Guild, Social and Musical Evening.

St. Andrew's Church, Nathan Road, Kowloon.—Thanksgiving Sunday, 8.15 a.m. Holy Communion. 11 a.m. and 6 p.m. Special Services. Preacher at 11 a.m.: Rev. G. E. Arrowsmith, M.A. Preacher at 6 p.m.: Rev. G. R. Lindsay, M.A.

Union Church, Kennedy Road.—Sunday Services, Nov. 30th, St. Andrew's Day Sunday School at 10. Morning Service at 11. Parade Service of H.V.D.C. Scottish Company. Hymns, 298, 91, 645. Psalm 24. Anthem: "Seek ye the Lord." Pleasant Sunday Afternoon Meeting for men at 4. Evening Service at 6. Hymns 679, 590, 330, 182, 335. Preacher both Morning and Evening: Rev. J. Kirk Macdonald.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings 10 to 12.

SHARE PRICES.

The principal changes in today's share quotations are:—

Unions.—\$371; buyers.

Yangtze.—46; buyers.

Hongkong Trust.—\$475; buyers.

Steamships.—436½; buyers.

Ferries.—\$114; buyers; \$115; sales.

Waterworks.—\$18; buyers.

Lands.—\$109; sellers.

Dairy Farm News

The old story about the hen that walked from Peking is never told when you come to carve a Dairy Farm-Fed

CHICKEN or CAPON

They are reared in ideal surroundings, and fed on the very best of food.

Order your Poultry from us and you will get one quality only—

THE BEST.

The Dairy Farm, Ice and Cold Storage Co., Ltd.

COMMUNITY PLATE

Sole Agents

Lane, Crawford, Ltd.

VISIT OUR

JEWELLERY DEPARTMENT

AND
INSPECT OUR COMPLETE
SETS OF
TABLE PLATE.

LANE, CRAWFORD, LTD.

HONGKONG.

'Phone 4567.

'Phone 4567.

DURING THE COLD SNAP.**USE A GAS FIRE.**

ITS "EVER-READINESS" IS
A GREAT CONVENIENCE.
ITS HEAT IS AVAILABLE
AT ANY TIME.

IT CAN BE REGULATED
TO GIVE THE EXACT
HEAT REQUIRED.



THE MODERN GAS FIRE IS
FITTED WITH A DEVICE
FOR PROMOTING VENTILA-
TION. IT IS THEREFORE THE
MOST HYGIENIC METHOD OF
HEATING.

CALL AND INSPECT OUR
VARIED STOCKS AT LANE,
CRAWFORD'S MAIN STORE
OR OUR WEST POINT SHOW
ROOMS

HONGKONG & CHINA GAS Co., Ltd.

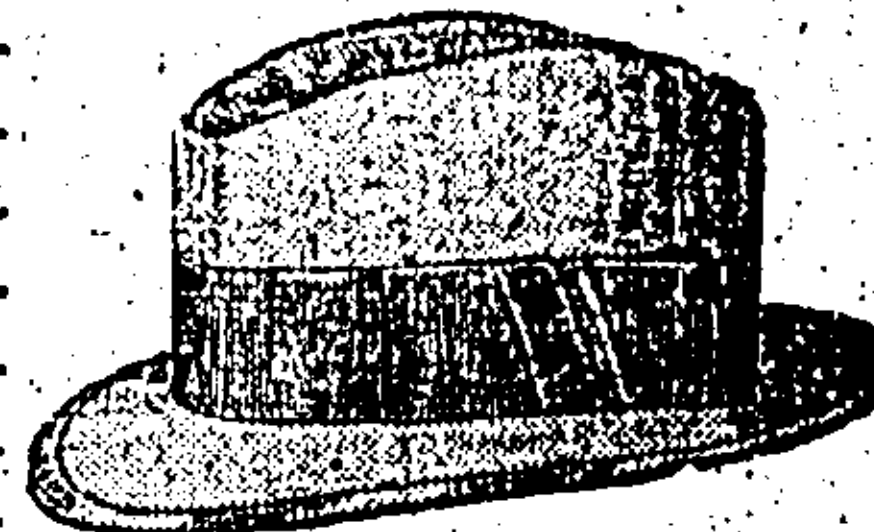
Wm. Powell
Telephone C. 3146.

**GLYN & CO'S.
HATS
for MEN.**

A Man's favourite hat is generally his newest or his oldest. Glyn's hats when new, command respect. When old—and they achieve an age worthy of the name—they never lose their distinctive character.

Latest Styles Now Showing In—

SOFT FELTS
VELOURS
SINGLE & DOUBLE TERAI
TWEED HATS and CAPS
SILK HATS
BOWLERS, etc.

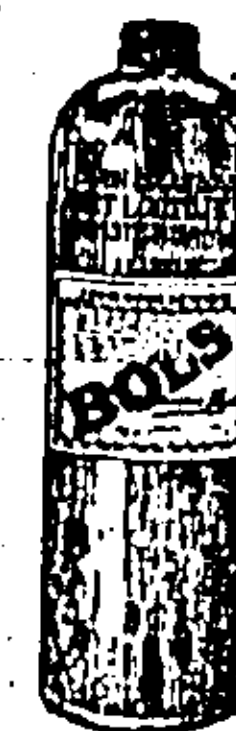


SOLE AGENTS FOR:—

GLYN & CO., 44, Old Bond Street, London, W.

WM. POWELL, LTD. Hongkong Hotel Buildings,
Pedder Street.

— Gentlemen's Tailors and Outfitters. —

**BOLS
V.O. HOLLANDS**

THE FAMOUS LIQUEUR GENEVA
IN STONE-BOTTLES.

TAKE IT ICED NEAT AND WITH
ORANGE BITTERS.

THE BEST DRINK BEFORE YOUR MEALS
THE FINEST DIGESTIVE STIMULANT
RESTORING AND REGULATING.

SOLE AGENTS,

CALDBECK MACGREGOR & CO., LTD.

15, Queen's Road, Central.

Tel. 75 Central.

TO EUROPE

Arrangements and bookings made on all SUEZ LINES.—
Complete information on tours through Java, Malay
States, India, Egypt, etc.

via AMERICA.—Through tickets issued. Choice of
Railway Lines in United States and Canada.

Complete information on sightseeing, Hotels, estimates
of cost for all tours. Trans-Atlantic reservations made.

ALL TICKETS ISSUED AT TARIFF RATES.

Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

For complete information apply

THE AMERICAN EXPRESS CO., Inc.

4A, Des Vaux Road, Central.

Telephone C. 4625.

HOME: II.

By the Rev. G. R. Lindsay, M. A.

"The eternal God is thy dwelling place."—Deut. 34. 37 (Revised Version).

Someone has translated this verse to read "the Eternal God is man's home" and the rendering is suggestive. Home is the place of intimacies. Here love is crowned and friendship is its sweetest. Fellowship reaches its greatest height. It is natural and spontaneous, which produces an atmosphere of welcome and peace. A stranger may come to our house and feel awkward but that is because it is not his home. We never feel so much at our ease. We reveal everything without restraint. We know its customs and we are sensitive to its atmosphere. We are on intimate terms with the members.

Now God desires above all else for us to be in intimate relationship with Him. We must not be satisfied with more acquaintance or spasmodic friendship. We are ready to acknowledge Him as a sort of Lord High Protector or "the best policeman of all" but are we ready to love Him as the Father and as the Friend that sticketh closer than a brother? We must respond to His approaches and hold nothing back. "If any man will..... open the door, I will come to him and will sup with him and he with Me." This is but symbolic language to express the real and intimate fellowship which exists between God and all those who hearken to His voice.

Again, home is the place of intimacy. Everyone knows this, home.

The influence of the home cannot be evaded. It impresses itself upon the personality of old and young alike. A home of strife reveals itself in the temper of its inmates. A home where God is not honoured reveals itself in the mental and spiritual poverty of those whose misfortune it is to belong to it. The Christian home manifests itself in the stability and reverence and happiness of its children. Our home makes us. It teaches us by no formal lessons but by its influence and atmosphere it generates. The home was created to influence us so that in it we might learn under natural conditions, away from the artificialities, of the deeper things in life; that we might have our lives chastened by loving correction, our purposes directed and controlled by loving wisdom. Here we learn how to bear our sorrows and share our joys, to give and take and to live unselfishly. No place influences us more than the home.

The Eternal God is man's Home. He came sweet influence to impart.

A gracious willing guest. Where He can find one humble heart.

Wherein to rest.

His influence is nothing less than the power, beneficent and strong, of His Own Spirit. He counteracts the influences of sin and temptation. He brings new affections and hopes with Him. He makes His home, as it were, in our hearts and then, and then only, is the man himself truly at home.

New Seasonable Goods



Shirts
Pyjamas
Underwear

This statement is no use unless you let us introduce you personally to the goods—they are waiting for you at.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Vaux Road.

G. FALCONER & CO. (HONGKONG) LTD.
UNION BUILDING (OPPOSITE G.P.O.)

**WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.**

A fine selection of English Jewellery Sterling Silver
Ware Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts

Nautical Navigational Instruments

Ross London Telescopes & Binoculars

Health, Sextants, Night Glasses etc.

Stanley Drawing Instruments

Watts Thermometers, Levels etc.

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established— 1855

LES ELEGANCES de PARIS

8, Queen's Road Central. Tel. C. 388.

Just arrived from the most
FAMOUS PARIS SALONS

A large consignment of

TRIMMED HATS

at moderate prices.

Inspection cordially invited.

COUGHS and COLDS

rapidly yield to a few doses of
FLETCHER'S COUGH LINCTUS
the healing qualities of which soothe the inflamed and
irritating conditions of the THROAT LUNGS and
BRONCHIAL TUBES in such a way that the COUGH
is quickly stopped

Prepared only by

**THE PHARMACY.
FLETCHER CO., LTD.**

26, Queen's Road Central. Asiatic Bldg. Telephone C. 345.

XMAS GIFT BOXES

OF

CHOCOLATES

from

**Peter, Cailler & Kohler
of Switzerland.**

Sold by

LANE, CRAWFORD, LTD.

CAFE WISEMAN.

SINCERE CO.

SUN CO.

WING ON.

CHEN KWONG.

BLUE BIRD.

VICTORIA CAFE,

KOWLOON STORE.

ON LEE.

HUNG CHEONG.

KOWLOON CONFECTY.

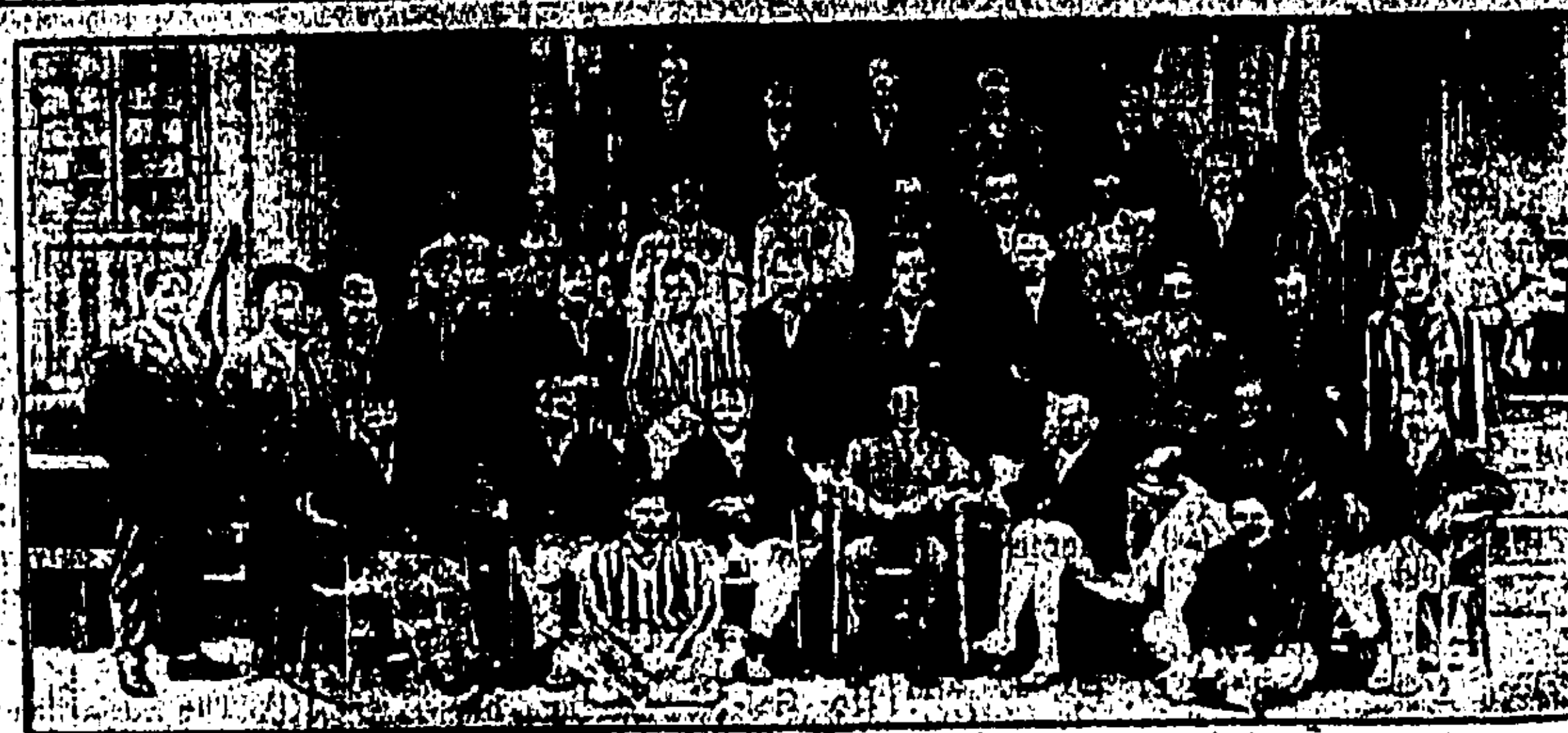
Look for the name on the Gold Seal
tab on the ribbon of each box

CAILLER or KOHLER

(This advertisement is issued by Nestlé Milk Company)



PRETTY WEDDING.—Bridal group taken at the wedding of Mr. H. C. Millett
and Miss Nina Hazeland. (Photo: Mee Cheung.)



KOWLOON v. MALAYA.—Kowloon and Malayan cricketers photographed at the K.C.C.
(Photo: A. Leung Studio.)



KOWLOON v. SHANGHAI.—This picture shows the Kowloon and Shanghai cricket teams.
(Photo: A. Leung Studio.)



LOCAL YACHTSMEN.—This group was taken on the occasion of the annual contest between yachtsmen of the Navy and the
R.H.K.Y.C. last Sunday. (Photo: Ming Yuen.)



BOWLS CHAMPION.—Mr. C. Green, of the
Craigengower Club, the Colony's new lawn bowls
champion. (Photo: Mee Cheung.)



ANOTHER MARRIAGE.—Picture taken at the wedding of Mr. J. W. Beattie and Miss A. F. Frow.
(Photo: Ming Yuen.)



CRICKETERS AT HOCKEY.—Here are the Hongkong and Malayan cricketers who recently
met on the Hockey field. (Photo: Ming Yuen.)



RECENT WEDDING.—The bridal couple at the wedding of Mr. A.
R. Pigott and Miss D. Baker. (Photo: Mee Cheung.)

NOTICE TO CONSIGNEES.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA).
From EUROPE & STRAITS

The Steamship, "GENOA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Companies Godowns at Kowloon, whence delivery may be obtained.

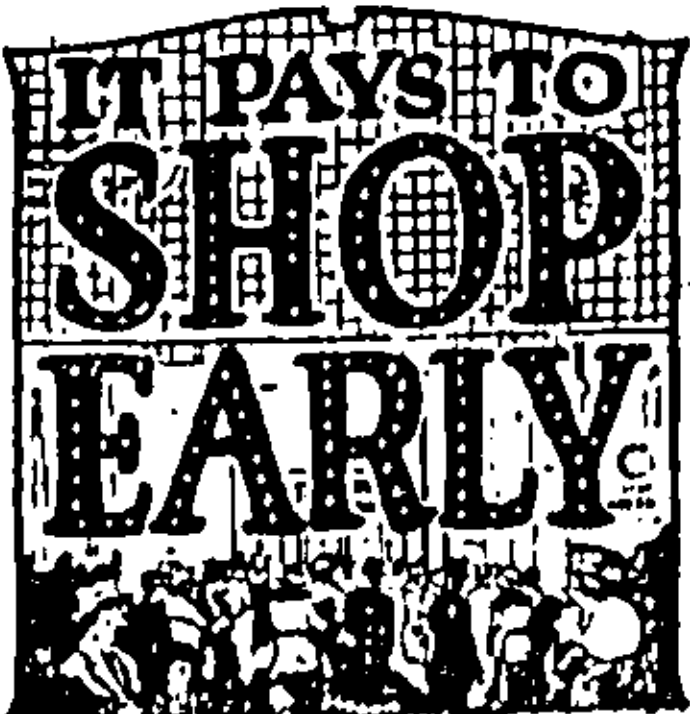
Goods not cleared by the 4th Dec., 1924, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA
Hongkong 29th. Nov. 1924.



NOW IS THE TIME

to buy your Christmas presents:

Canton Embroideries, Shawls, Swatow Lace Drawn Work, Ivory Ware, Curls, Lamp Shades, Amber Beads, Necklaces, etc., etc.

FOOK WENG & CO.
Astor House Building.

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

ANNUAL MEETING.

The Annual Meeting will be held in the Board Room of Messrs. Jardine Matheson & Co. on THURSDAY, 4th December, at 5.30 p.m.

Business:—The passing of the Report and Accounts. The election of the committee and officers for the ensuing year.

B. L. FROST
Hon. Secretary.

NOTICE.

Script No. 7896 for 100 Shares in the Hongkong and Whampoa Dock Company, Limited No. 58544/63, 27569/93, 4192/96, 55627/63, 5959/63, 52381/390, 51667/76, 5568/94, registered in the name of Mr. Ng Cheung.

NOTICE is hereby given that the above mentioned Script the property of Mr. A. A. Lopes of Alexandra Buildings Hongkong, Sharebroker, has been obtained from him by false pretences and that any person to whom the same is offered for purchase should before purchasing the same at once communicate with Mr. A. A. Lopes, at his office Alexandra Building or at his Residence No 3, Pratt Building, Kowloon.

Dated the 27th day of November, 1924.

A. A. LOPES.

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

As, during the North-East Monsoon there is always a possibility of North-bound steamers running short of BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES.

Wireless messages via Hongkong of Formosa are re-transmitted by the Great Northern Telegraph Co. and a wire to TAIT & CO., AMOY, will receive their prompt attention.

BANKS.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1906.)
With which is affiliated
THE ALLAHABAD BANK LTD.,
INDIA

Authorized Capital £5,000,000
Subscribed and Paid up £2,594,160
Reserve Fund £135,000

HEAD OFFICE:
100, Leadenhall Street, London E.C. 3

WEST LONDON BRANCH:
16-18, Gresham Street, London E.C. 2

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertake General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal cities of the world.

G. CHAMBERLIN,
Managing Director,
20, Des Voeux Road Central, Hongkong

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE:
40, Des Voeux Road Central, Hongkong.

Authorized Capital £10,000,000
Paid-up Capital £5,000,000
Reserve Fund £1,000,000

London Branch:—The Midland Bank, Ltd. Every description of Banking and Exchange Business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum, on Savings Accounts 4 per cent per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum
For 6 months at the rate of 4 per cent per annum
For 12 months at the rate of 5 per cent per annum

For 18 months at the rate of 6 per cent per annum
For 24 months at the rate of 7 per cent per annum

For 30 months at the rate of 8 per cent per annum
For 36 months at the rate of 9 per cent per annum

For 42 months at the rate of 10 per cent per annum
For 48 months at the rate of 11 per cent per annum

For 54 months at the rate of 12 per cent per annum
For 60 months at the rate of 13 per cent per annum

For 66 months at the rate of 14 per cent per annum
For 72 months at the rate of 15 per cent per annum

For 78 months at the rate of 16 per cent per annum
For 84 months at the rate of 17 per cent per annum

For 90 months at the rate of 18 per cent per annum
For 96 months at the rate of 19 per cent per annum

For 102 months at the rate of 20 per cent per annum
For 108 months at the rate of 21 per cent per annum

For 114 months at the rate of 22 per cent per annum
For 120 months at the rate of 23 per cent per annum

For 126 months at the rate of 24 per cent per annum
For 132 months at the rate of 25 per cent per annum

For 138 months at the rate of 26 per cent per annum
For 144 months at the rate of 27 per cent per annum

For 150 months at the rate of 28 per cent per annum
For 156 months at the rate of 29 per cent per annum

For 162 months at the rate of 30 per cent per annum
For 168 months at the rate of 31 per cent per annum

For 174 months at the rate of 32 per cent per annum
For 180 months at the rate of 33 per cent per annum

For 186 months at the rate of 34 per cent per annum
For 192 months at the rate of 35 per cent per annum

For 198 months at the rate of 36 per cent per annum
For 204 months at the rate of 37 per cent per annum

For 210 months at the rate of 38 per cent per annum
For 216 months at the rate of 39 per cent per annum

For 222 months at the rate of 40 per cent per annum
For 228 months at the rate of 41 per cent per annum

For 234 months at the rate of 42 per cent per annum
For 240 months at the rate of 43 per cent per annum

For 246 months at the rate of 44 per cent per annum
For 252 months at the rate of 45 per cent per annum

For 258 months at the rate of 46 per cent per annum
For 264 months at the rate of 47 per cent per annum

For 270 months at the rate of 48 per cent per annum
For 276 months at the rate of 49 per cent per annum

For 282 months at the rate of 50 per cent per annum
For 288 months at the rate of 51 per cent per annum

For 294 months at the rate of 52 per cent per annum
For 300 months at the rate of 53 per cent per annum

For 306 months at the rate of 54 per cent per annum
For 312 months at the rate of 55 per cent per annum

For 318 months at the rate of 56 per cent per annum
For 324 months at the rate of 57 per cent per annum

For 330 months at the rate of 58 per cent per annum
For 336 months at the rate of 59 per cent per annum

For 342 months at the rate of 60 per cent per annum
For 348 months at the rate of 61 per cent per annum

For 354 months at the rate of 62 per cent per annum
For 360 months at the rate of 63 per cent per annum

BANKS.

NEDERLANDSCH INDISCHE HANDELSBANK

(Netherlands India Commercial Bank)
Established 1863

Paid-up Capital and Reserve Fund £14,500,000—£2,575,000

HEAD OFFICE: AMSTERDAM

EASTERN HEAD OFFICE: BATAVIA.

BRANCHES:

Amoy, Ampenan, Bandong, Bombay, Calcutta, Cheribon, Gorontalo, Hongkong, Kobe, Makassar, Medan, Menado, Palembang, Pekalongan, Probolinggo, Samarang, Shanghai, Singapore, Soerabaya, Swatow, Terni, The Hague, Tjilatjap, Weltevreden.

LONDON REPRESENTATIVE—F. S. Wright, 27, Old Broad Street, London, E.C. 2

CORRESPONDENTS:
LONDON:—Midland Bank, Ltd., Overseas Branch, Westminster Bank, Ltd., Foreign Branch, N. M. Rothschild & Sons and Swiss Bank Corporation.

NEW YORK:—Chase National Bank, Farmers Loan & Trust Co., Irving Bank—Columbia Trust Co., Goldman, Sachs & Co., New York Trust Co.

And in all the principal towns of the world.
EVERY DESCRIPTION OF BANKING AND EXCHANGE BUSINESS TRANSACTED, CURRENT ACCOUNTS, DEPOSITS, etc.

J. M. E. NIKKELS,
Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorized Capital £50,000,000
Issued & fully paid up £20,000,000

Reserve Funds:—
Sterling £4,500,000
Silver £25,500,000

Reserve Liability of Proprietors £20,000,000

COURT OF DIRECTORS:
W. L. Paterson, Esq.,—Chairman
H. F. White, Esq.,—Deputy Chairman

R. D. F. Bell, Esq.,—A. O. Legg, Esq.,
W. H. Bell, Esq.,—J. A. Fiddler, Esq.,
A. H. L. Jones, Esq.,—C. G. Wall, Esq.,
Hon. Mr. P. H. Hoyle, Esq.,—G. M. Young, Esq.,
A. M. Barlow, Esq.,—Chief Manager

Manager:—G. M. Young, Esq.

LONDON BRANCH:—WESTMINSTER BANK, LIMITED.
Current Accounts opened in Local Currency and Fixed Deposits accepted for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 26th. Nov., 1924.

HONGKONG SAVINGS BANK.

The business of the Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.
INTEREST on deposits allowed on the minimum monthly balance at 4 per cent per annum.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW,
Chief Manager.

Hongkong, 3rd. Sept., 1924.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter 1834.

Paid-up Capital £15,000,000
Reserve Fund £7,500,000

Reserve Liability of Proprietors £15,000,000

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON
Manager

Hongkong, 15th. Feb., 1924.

SOCIETE FRANCAISE DE GERANCE

DE LA BANQUE INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France)

5, Charter Rd., Victoria, Hongkong

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital France £10,000,000.00

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE

FRS. 50,000,000

BANKERS:
FRANCE—Societe Generale Banque and Nationale de Credit, Banque de Paris—et des Pays Bas.

LONDON—Midland Bank Ltd New York—Irving Bank Columbia Trust Co.

Every description of Banking and Exchange Business transacted, Correspondents throughout the world.

M. M. FITZ-HENRY,
Manager.

THE YOKOHAMA SPECIE BANK LTD

Established 1829

Capital (fully paid up) — ¥ 100,000,000

Reserve fund to be paid up — ¥ 77,000,000

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Batavia, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

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Representatives in Hongkong:—Messrs. J. & W. Seligman & Co., Ltd., 55, Abchurch Lane, E.C. 4.

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Representatives in Soerabaya:—Messrs. J. & W. Seligman & Co., Ltd., 55, Abchurch Lane, E.C. 4.

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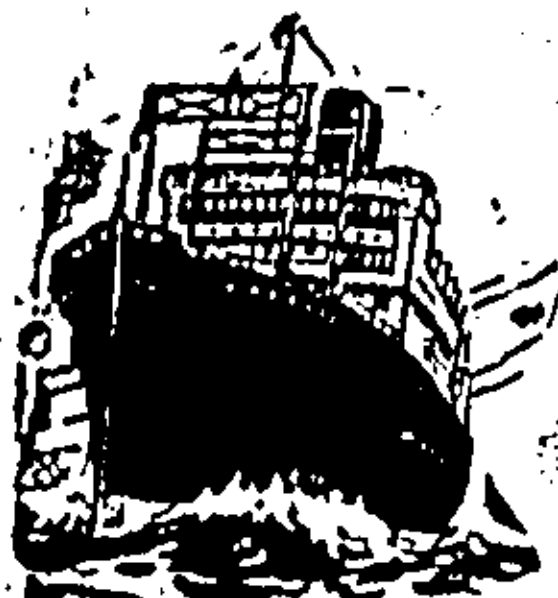
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ROUND THE WORLD



President Monroe
Sails December 23rd

PORTS OF CALL

Manila, Singapore, Penang, Colombo, Suez,
Port Said, Alexandria, Naples,
Genoa, Marseilles.

BOSTON—NEW YORK

Returning via Cuba, Panama Canal, Los
Angeles, San Francisco, Honolulu, Japan
and Shanghai.

Sailings from Hongkong

President Harrison Jan. 6
President Van Buren Jan. 20
President Hayes Feb. 3
President Adams Mar. 3

Superb cuisine—Fresh fruits
and vegetables—Service by
Chinese stewards—American
Jazz orchestra—Commodious
state-rooms—Ample deck and
lounging space.
An Ideal Voyage

DOLLAR STEAMSHIP LINE

Hongkong and Shanghai Bank Building, Ground Floor.
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CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS

THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JACKSON" Dec. 8th.
"PRESIDENT JEFFERSON" Dec. 17th.
"PRESIDENT GRANT" Dec. 29th.
"PRESIDENT MADISON" Jan. 10th.

TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON" Dec. 8th.
"PRESIDENT GRANT" Dec. 20th.
"PRESIDENT MADISON" Jan. 1st.

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to
MANAGING AGENTS—UNITED STATES SHIPPING BOARD.
ADMIRAL ORIENTAL LINE.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 705. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

COMPANIA TRANSATLANTICA DE BARCELONA
(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.

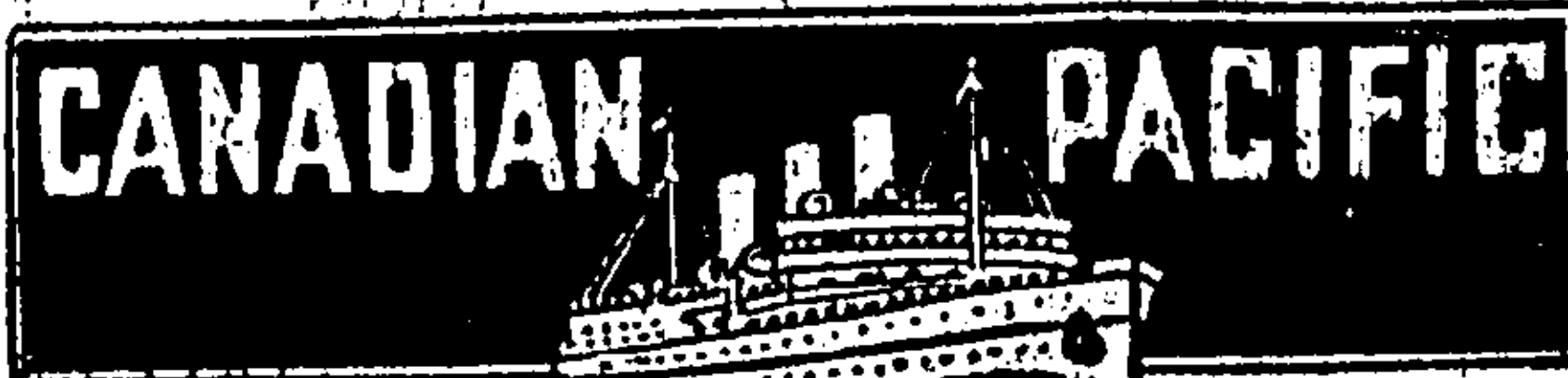
ISLA DE PANAY ... 15th Dec.
LEGAZIPI ... 3rd Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
LEGAZIPI ... 15th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.
For particulars of freight or passage apply—

BOTELHO BROS.

Alameda Building, Hongkong.
Cable Address: "BOTELHO BROS."

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND

via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Hongkong	Dec 24	Canada	Jan 9
Empress Australia	Dec 24	Montclair	Jan 9
Empress Asia	Jan 23	Montclair	Feb 16
Empress Canada	Jan 23	Montclair	Feb 16

PACIFIC SAILING SCHEDULE FOR NEXT SPRING ON APPLICATION

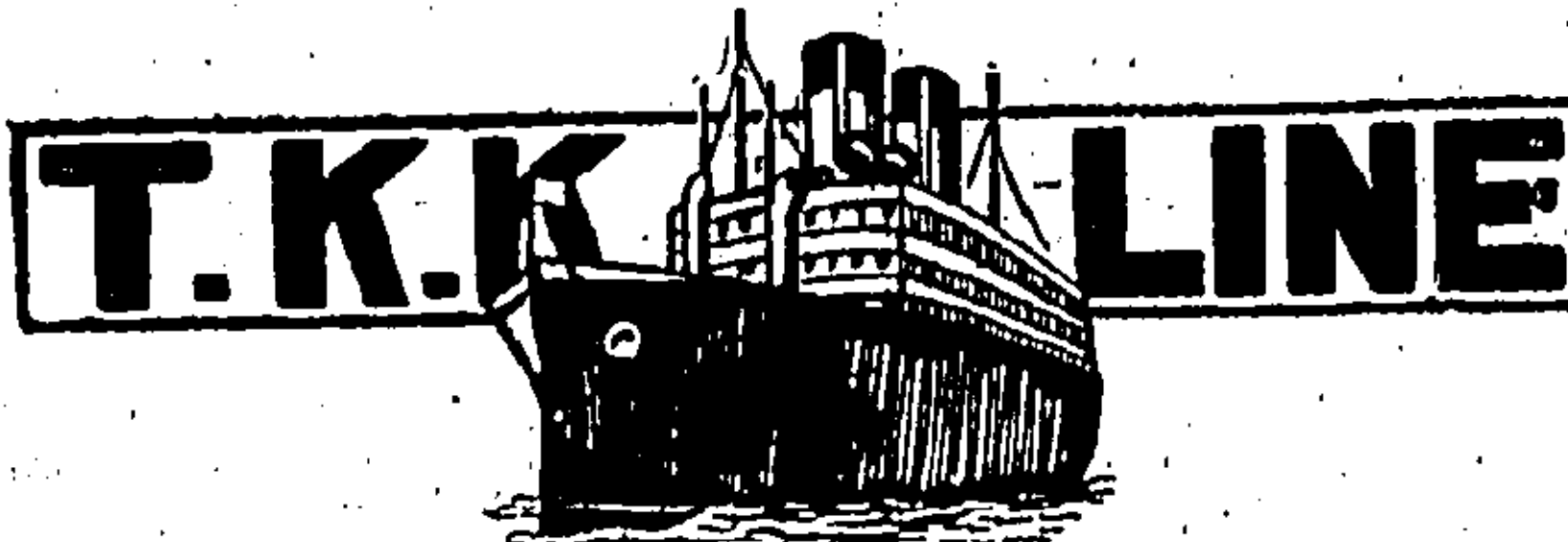
Other Atlantic Sailings every few days to Liverpool
Southampton, Glasgow, Belfast, Antwerp, Osherson and Hamburg
Alliances of Cabins on Atlantic steamers held here and through tickets sold
Early reservation necessary.
Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The Empress of Australia will sail from Hongkong
at daylight Friday, December 5th.

HONGKONG—MANILA SERVICE.

From	Due	From	Due
Hongkong	Dec 11	Manila	Dec 14
Dec 26	Dec 28	Empress Asia	Dec 29
		Empress Canada	Dec 31

Passenger Department: Freight and Express: Central Tel. 718. Central Tel. 8. Offices: GADANPAS. Offices: NAUJILUS.



HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

S.S. "SIBERIA MARU"

(20,000 Tons Displacement)

will be despatched

Sunday, November 30th, at Noon.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South
America via Japan, Hawaii, San Francisco,
Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

BOKUYO MARU ... Dec. 8th.

RAKUYO MARU ... January 16th, 1925.

Y. TSUTSUMI, Manager.

Agents at Canton: Kings' Building,

Messrs T. E. GRIFFITH LTD. Tel. Nos. C. 2874 & 2875.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong

S.S. KATHLAMBA ... via Suez Canal ... 29th Nov.
S.S. OANFA ... via Suez Canal ... 7th Dec.
S.S. CITY OF SHANGHAI ... via Suez Canal ... 19th Dec.
S.S. HYSON ... via Suez Canal ... 29th Dec.

* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON; HOLYOAK, MASSEY & Co. Ltd., CANTON

AMERICAN FAR EAST LINE.

Operated for United States Shipping Board

STRUTHERS & BARRY, Managing Agents.

REGULAR FAST FREIGHT SERVICE
For San Francisco & Los Angeles from Hongkong
by Direct Route.

23 days to San Francisco ... 28 days to Los Angeles
U.S.S.B. "West Cajoot" ... Due Hongkong 1st Dec.
Leaves Hongkong 3rd Dec.
U.S.S.B. "West Farallon" ... Due Hongkong 12th Dec.
Leaves Hongkong 14th Dec.

Cargo Accepted for Transshipment at San Francisco to West Coast Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. & Canadian Overland Points.

To Manila, Cebu and Zamboanga.

U.S.S.B. "West Sequana" ... Due Hongkong 14th Dec.
Leaves Hongkong 15th Dec.

To Manila, Iloilo, Saigon and Singapore.

U.S.S.B. "West Jester" ... Due Hongkong 26th Nov.
Leaves Hongkong 28th Nov.

Through bills of lading issued to all ports not served

For Full Information apply to

STRUTHERS & BARRY.
Phone Central No. 3008. 1st Floor Queen's Building.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

PHEMIUS 8th Dec. Amsterdam, London & Hamburg
HECTOR 16th Dec. Marseilles, London, Rotterdam & Glasgow
DIOMED 22nd Dec. London, Rotterdam & Hamburg
*Via Oran

LIVERPOOL SERVICE

(Direct or via Continental Ports)

DEMODOCUS 1st Dec. Marseilles, Havre, Liverpool & Glasgow
MENELAUS 20th Dec. Genoa, Marseilles, Liverpool & Glasgow
CYCLOPS 28th Dec. Marseilles, Havre, Liverpool & Glasgow
*Via Port Sudan

PACIFIC SERVICE

(via Kobe and Yokohama)

PROTESILAUS 29th Nov. Victoria, Seattle & Vancouver

ACHILLES 30th Dec. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

OANFA 7th Dec. Boston, New York, Baltimore via Suez

HYSON 28th Dec. Boston, New York, Baltimore via Suez

IXION 8th Jan. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

TEIRESIAS 29th Nov. for Shanghai

HECTOR 16th Dec. for Singapore, Marseilles & London

TEIRESIAS 29th Dec. for Singapore, Marseilles & London

SARPEDON 27th Jan. for Singapore, Marseilles & London

PATROCLUS 10th Mar. for Singapore, Marseilles & London

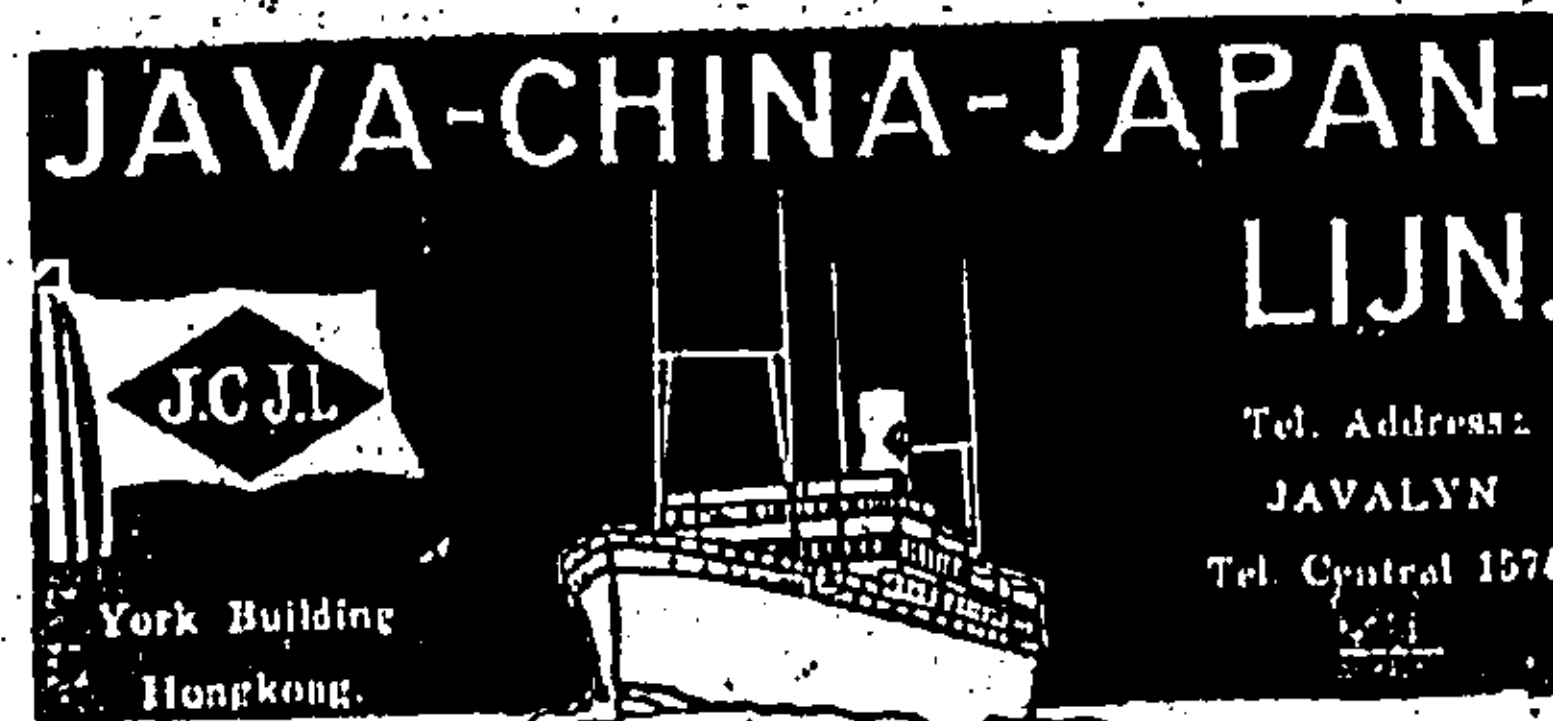
ANTENOR 7th Apr. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to—

BUTTERFIELD & SWIRE

AGENTS.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjiluwong	Java	2nd Dec.	4th Dec.	Amoy/Shanghai
Tjibeboet	Japan	3rd Dec.	6th Dec.	Batavia
Tjibodas	Shanghai	4th Dec.	5th Dec.	Mak. & S'baia
Tjibondari	Batavia	4th Dec.	8th Dec.	Shanghai
Tjikandi	Java	7th Dec.	9th Dec.	Japan
Tjikembang	N. China	14th Dec.	17th Dec.	Batavia

*Via Makassar

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.

NOTICE TO CONSIGNEES.

From FREMANTLE, MELBOURNE, PORT PHILADELPHIA, SYDNEY, BRISBANE and MANILA.

The Steamship "JUFUKU MARU"

having arrived from above ports, on 26th Nov., 1924. Consignees are hereby requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside the steamer.

All cargo not taken delivery from the steamer by 27th Nov. 1924, will be landed into the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf and Godown Company, at Kowloon and stored at Consignees' risk.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined on the 11 a.m. on 1st Dec. 1924.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered on and after 3rd Dec., 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

YAMASHITA KISEN KOGYO

KAISHA,

Agents,
Hongkong, 26th Nov. 1924.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP
COMPANY, LTD.

and

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's

Steamer "DIOMED"

from New York via Manila.

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 27th November.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd December, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

27th November, 1924.

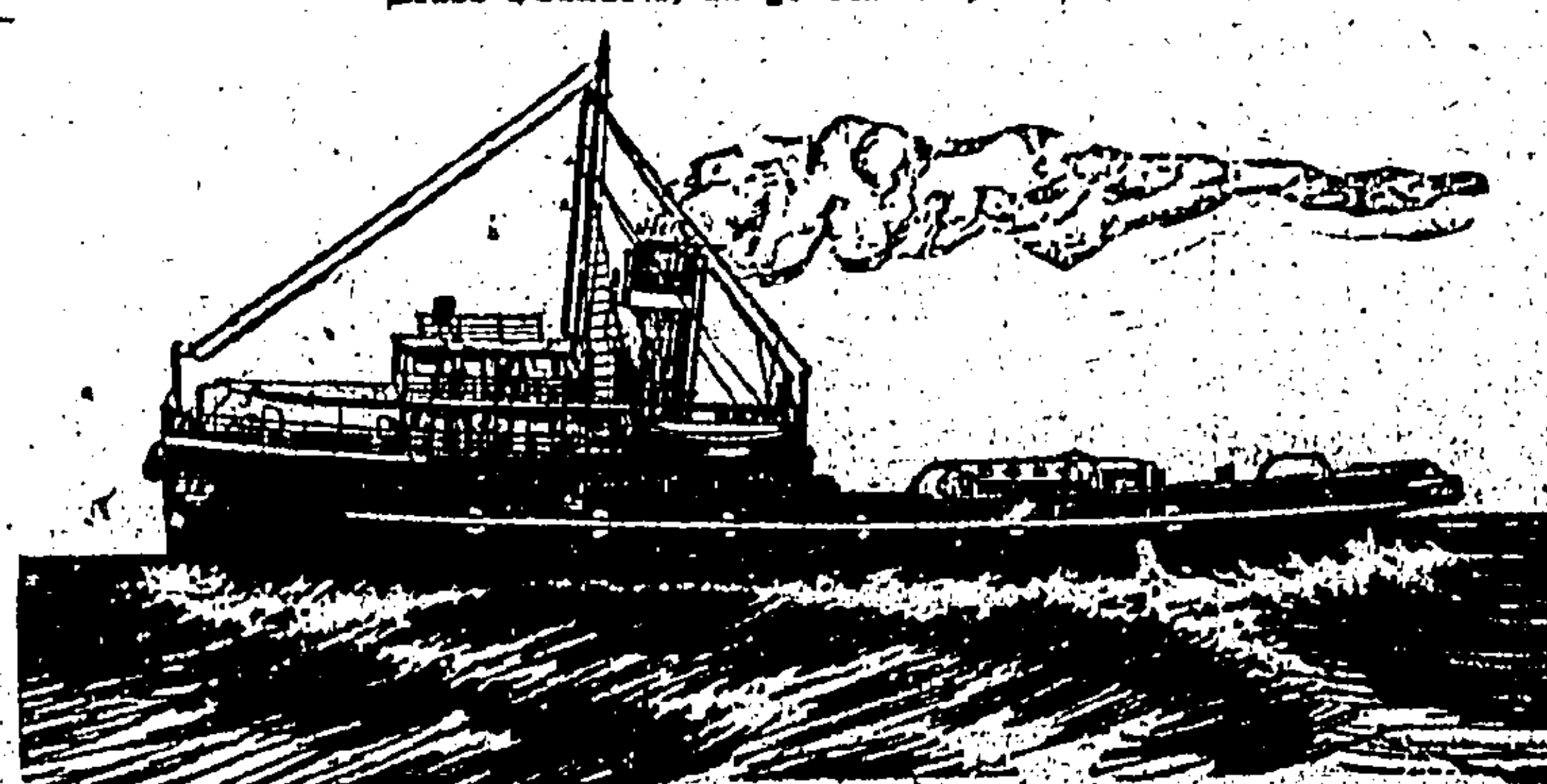
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TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

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Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 105' B.P., Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless searchlight and all modern appliances for Salvage Work.
Please address enquiries to the Chief Manager.

H.M. DYER & Co. M.L.N.A., Kowloon Dock, Hongkong.

Shipping Europe, Australian, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
MANTUA	10,902	13th Dec.	Marseilles & London
BOUDAN	6,096	24th Dec.	S'pore, P'ang, C'bo & B'bay
KHIVA	9,135	27th Dec.	M'les, L'don, R'dam, H'burg, Antwerp & Hull
MACEDONIA	11,089	10th Jan. 1925	Marseilles & London
SICILIA	6,813	21st Jan. "	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	24th Jan. "	M'les, London & Antwerp
MOREA	10,911	7th Feb. "	Marseilles & London
SARDINIA	6,684	18th Feb. "	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,963	21st Feb. "	M'les, London & Antwerp
MALWA	10,941	7th Mar. "	Marseilles & London
SOUDAN	6,696	18th Mar. "	S'pore, P'ang, C'bo & B'bay
KASHGAR	9,005	21st Mar. "	M'les, London & Antwerp
SICILIA	6,813	31st Mar. "	S'pore, P'ang, C'bo & B'bay
MANTUA	10,902	4th Apr. "	M'les, London & Antwerp
KARMALA	9,098	18th Apr. "	Marseilles & London
MACEDONIA	11,089	2nd May "	S'pore, P'ang, C'bo & B'bay
SARDINIA	6,684	16th May "	S'pore, P'ang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TIHAWA	8,500	6th Dec.	S'pore, Penang & Calcutta
WAKLIWA	8,500	18th Dec.	S'pore, Penang & Calcutta
FAIRA	8,500	29th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	31st Dec.	Manila, S'kan, Thursday Is., Townsville, B'bane, Sydney and Melbourne.
W. ALBANS	4,500	4th Feb. 1925	
TANDA	6,956	4th Mar. "	

Passenger connection from Australia with the following:-
 S.S. Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver and Seattle.
 S.S. P. & O. Royal Mail steamers to London via Cape Canal.
 S.S. P. & O. Branch Service steamers to London via the Cape.
 The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

WAKLIWA	8,500	30th Nov. D.L.	Amoy, Yokohama, Kobe & Moji
KHIVA	9,135	30 Nov. 5 p.m.	Shanghai, Moji & Kobe
SOUDAN	6,696	1st Dec. D.L.	Moji & Kobe
ARAFURA	6,000	6th Dec.	Moji & Kobe
FAIRA	8,500	12th Dec.	Kobe
MACEDONIA	11,089	13th Dec.	Shanghai, Moji & Kobe
KARADA	6,949	22nd Dec.	Moji & Kobe
KALYAN	9,118	27th Dec.	Shanghai, Moji & Kobe
SICILIA	6,813	27th Dec.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	3rd Jan. 1925	Moji & Kobe

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
 11, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENARA	14th Dec.	GLENAPP	3rd Dec.
GLENBEG	25th Dec.	LONDON, Rotterdam & H'burg	
GLENBIE	8th Jan.	CARNARVO (SHIRE)	7th Jan.
PEABROKESHIRE	22nd Jan.	LONDON, Rotterdam & H'burg	
		GLENARA	15th Jan.
		LONDON, Rotterdam & H'burg	

Movements are subject to change without notice.
 For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 369F.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports.
TAIYUAN	15th Dec.	20th Dec.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
 For Freight and Passage apply to
Butterfield & Swire, Agents.
 Telephone Central No. 36.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamer	Next Sailing	From	Pro. arr. at H'k	Pro. Sailing	From
ANGKOR	23rd Oct.	24th Nov.	7th Dec.		
ANGERS	6th Nov.	8th Dec.	21st Dec.		
PAUL LECAT	20th Nov.	22nd Dec.	18th "		
AMBOISE	4th Dec.	5th Jan. 1925	1st Feb. "		
CHANTILLY	18th Dec.	19th Jan. "	15th Feb. "		

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
 A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0
 Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Leading Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. "SI-KIANG" from Dunkirk, London, Havre is due to arrive about 3rd week of December.
 For full particulars apply to:
Messageries Maritimes Co.
 3 Queen's Building.
 Telephone Central 74.

COMMUNICATION TRANSPORT FREIGHT
 TELEPHONE CENTRAL 74

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through passage rates to Europe via America G. 5405, G. 5420, G. 5440

KAGA MARU	...	Wednesday, 17th Dec. at 11 a.m.
IYO MARU	...	Thursday, 18th Jan. at 11 a.m.
MARSEILLES, LONDON & ANTWERP	...	via Singapore & Ports.
SUWA MARU	...	(Calls R'dam) Wed., 3rd Dec. at 11 a.m.
FUSHIMI MARU	...	Wednesday, 17th Dec. at 11 a.m.
HAMBURG via LONDON & ROTTERDAM	...	& Ports.
LIVERPOOL via ADEN & MARSEILLES.	...	
SYDNEY & MELBOURNE via Manila & Ports.	...	
TANGO MARU	...	Wednesday, 17th Dec. at 11 a.m.
AKI MARU	...	Wednesday, 14th Jan. at 11 a.m.
NEW YORK and/or BOSTON via PANAMA.	...	
TAKAOKA MARU	...	Thursday, 4th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town.	...	
KAWACHI MARU	...	Saturday, 20th Dec.
BOMBAY via Singapore & Colombo.	...	
TOBA MARU	...	Saturday, 29th Nov.
FUKUKI MARU	...	Wednesday, 10th Dec.
CALCUTTA via Singapore, Penang & Rangoon.	...	
AKITA MARU	...	Monday, 1st Dec.
NAGANO MARU	...	Tuesday, 9th Dec.
NAGASAKI, KOBE & YOKOHAMA.	...	
YASUSHI MARU	...	Thursday, 11th Dec.
SHANGHAI, KOBE & YOKOHAMA.	...	
HAKUSAN MARU	...	Sunday, 30th Nov.
TAMBA MARU	...	(Kobe direct) Tuesday, 2nd Dec.
KITANO MARU	...	Wednesday, 17th Dec.
HARUNA MARU	...	Tuesday, 30th Dec.

For further information apply to:- **NIIPPON YUSEN KAISHA.**Tel. Central Nos. 292, 293 & 2422. **Y. YAMAMOTO, Manager.**

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TIENTSIN via Chefoo...	Chipsang	Sat. 29th Nov. at noon.
HAIPHONG via Hoihow Mingsang	Sun.	30th Nov. at 9 a.m.
BANGKOK via Swatow...	Vatshing	Mon. 1st Dec. at 10 a.m.
S'TAO via S'ow & S'hai Waihsing	Wed.	3rd Dec. at 7 a.m.
SHANGHAI via Swatow, Fooching	Fri.	5th Dec. at 7 a.m.
MANITIA via Amoy...	Yuenang	Sat. 6th Dec. at noon.
STRAITS & Calcutta...	Namsang	Sat. 6th Dec. at 3 p.m.
SHANGHAI via S'ow Tungshing	Sun.	7th Dec. at 9 a.m.
HAIPHONG via Hoihow Loosang	Sun.	7th Nov. at 9 a.m.
SANDAKAN...	Hinsang	Mon. 8th Dec. at noon.
BANGKOK via Swatow...	Hopsang	Mon. 8th Dec. at 10 a.m.
KOBE via Moji...	Laisang	Sun. 14th Dec. at 7 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Namsang" will be despatched on or about Saturday 6th Dec. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haining ...	W. C. Passmore	TUES., 2nd Prox. at 2 p.m.
Haihong ...	Ellie Walker	FRI., 5th Prox. at 1 p.m.
Haiching ...	A. H. Stewart	TUE., 9th inst. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haiching" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

KONINKLYKE PAKETVAART**MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 4th Dec.

SINGAPORE, PENANG & BELAWAN DELI DIRECT. Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.F.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker. Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KBEUNG, HONGKONG, CANTON & HAIPHONG. Sailing from Hongkong.

FOR CANTON	S.S. "TAIKWA MARU" ... on or about 11th Nov.
FOR HAIPHONG via Hoihow & Pakhoi	S.S. "TAIKWA MARU" ... on or about 14th Nov.
FOR KBEUNG via Swatow & Amoy	S.S. "CHUKWA MARU" ... on or about 17th Nov.

For further particulars, please apply to:
 Branch Office, **MATAMORI**
 No. 27, Bonham Street, West ...
 Tel. Central No. 155.

CONSIGNEES.

ADMIRAL ORIENTAL LINE

The Steamship

"PRES. McKINLEY" having arrived from Manila P.I. on 21st. November, 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godown, where it will be examined at 10 a.m. on 27th. Nov. 1924, by the Company's Surveyors Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godown, and cargo undelivered on and after 28th Nov. 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board Emergency Fleet Corporation Agents.

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road, Hongkong. 24th. Nov. 1924

ADMIRAL ORIENTAL LINE

The Steamship,

"PRES. JACKSON,"

having arrived from Seattle via ports, on Nov. 25th. 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed & damaged cargo is to be left in the godown, where it will be examined at 10 a.m. on Dec. 1st. 1924, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godown, and cargo undelivered on and after 2nd Dec. 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board Emergency Fleet Corporation Agents.

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road, Hongkong, November, 26th 1924

NOTICE TO CONSIGNEES.**DOLLAR STEAMSHIP LINE**

The Steamship

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL
GRAND HOTEL KALEE, MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI."
HOTELS, LIMITED
In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tel. K.608 and K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.

COMFORT-FOOD-MUSIC-DANCING

Terms:—A la carte or Inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe, Singapore". ARTHUR E. ODELL,
Telephone 2740. Managing Director.



"A TOUCH OF THE FROZEN ARCTIC"

—that's what our delicious sundaes and sodas
have been called. Whenever you want sure
relief from thirst and heat, drop in for a cool

soda or sundae at

The Alexandra Cafe.

Ice House Street Orchestra in attendance.

OUR POOR DAY

MONDAY, 1st December.

ANNUAL
STREET SALE OF ROSES

In aid of the funds of
SOCIETY OF ST. VINCENT DE PAUL
FOR THE POOR OF HONGKONG.

Get the Christmas Spirit and give for the
Pleasure of Giving.

Be Generous for the Sake of Hongkong's Poor.

You can't get away with it
"THE LAW FORBIDS"

FAVOURABLE COMMENT

Wherever they are smoked, the mildness
of the "Three Castles" Cigarettes and
their delicate flavour evoke favourable
comment.



"Three Castles"
The Doyen of the Cigarette World

MADE IN ENGLAND.



No Up-to-Date Building
is complete without its
'Express' Lifts

THE AUTOMATIC FLOOR-LEVELLING DEVICE CAN BE FITTED
TO LIFTS WITH PUSH BUTTON CONTROL,

DUAL CONTROL,
CAR SWITCH CONTROL.

ESTIMATES FREE

EVERY LIFT MADE BY THE
EXPRESS LIFT CO.

IS FULLY GUARANTEED BY

THE GENERAL ELECTRIC CO.
OF CHINA

Queen's Buildings,

Hongkong.

Lammert Bros.

PUBLIC AUCTION

THE Undersigned have received
instructions to sell by
Public Auction on
Tuesday, the 2nd Dec., 1924
commencing at 2.30 p.m.
at No. 80B, Nathan Road,
Kowloon

A Quantity of Valuable
Household Furniture,
comprising:—

Sideboard, Extension Dining
Table, Dining Chairs, Dinner
Wagon, Desks, etc.,
Brass Mounted Bedsteads,
Wardrobes with Bevelled Mirrors,
Dressing Table with Bevelled
Mirror, Marble Top Washstand,
etc., etc.

Several Pieces of Canton
Blackwood Ware

Catalogues will be issued
On View from Monday the
1st, December 1924.

Terms:—Cash on Delivery
LAMMERT BROS.
Auctioneers
Hongkong, 29th Nov. 1924.

ENTERTAINMENTS.

THE CORONET

To-day at 2.15, 5.15 & 9.15
To-morrow 6.00 & 9.15

DOUGLAS FAIRBANKS

— in —
THE THIEF OF BAGDAD

Prices \$2.00 & \$1.00

THE STAR

To-day Only, 5.00 & 9.15

BEAU REVEL

To-morrow at 6 & 9.15
RUDOLF VALENTINO

— in —
MORAN

OF THE
LADY LETTY

WORLD THEATRE

LAST CHANCE TO SEE

THE INCOMPARABLE

DIANA KARENNE

IN

"THE MARTYR QUEEN"

The dominating personality and dramatic genius of this
beautiful actress makes this screen masterpiece a
production of unusual interest and attraction.

Final shows to-day, 5.15 & 9.15

Commencing To-morrow

THE WELL KNOWN STAR

NORMA TALMADGE

IN

"THE NEW MOON"

An intensely dramatic story dealing with experience of a
democratic Russian Princess under the Bolshevik Regime.

USUAL PRICES.

Remember the Date.

To-day & To-morrow, 2.30 & 7.15

THE KING OF SERIALS.

EDDIE POLO

in

"SECRET FOUR" (Ep. 7 & 8.)



QUEEN'S



Thurs. to Sun. Nov. 27th to 30th
at 2.30, 5.15, 7.15 & 9.15 p.m.

First National Pictures

Present

LEWIS STONE

in

"THE GOLDEN SNARE"

From The Famous Novel by
James Oliver Curwood

BUSTER KEATON

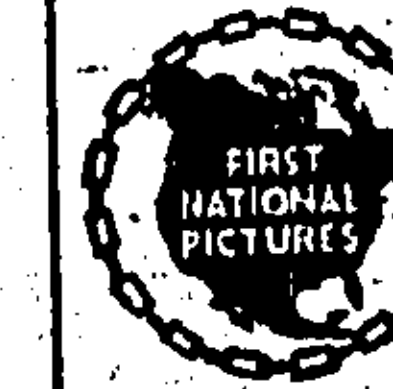
in

"THE PLAY HOUSE"

Another of His Funny Comedies
in 2 parts

Prices of Admission:

at 5.15 p.m. 30 cts. 30 cts. and 30 cts.
at 9.15 p.m. \$1.20, 80 cts. and 40 cts.



QUEEN'S



"WET BLANKETS"

People with 'liver' are a nuisance
to all about them as well as
a misery to themselves. Their
need is Pinkettes—to transform
shadow into sunshine, gloom into
gladness, depression into
appreciation of the joy of life.
Are you a 'wet blanket'? Is
your liver torpid? Are you bilious,
costive, dull, depressed? If
so take a little dose of Pinkettes
to-night, you'll feel ever so much
better, brighter and full of vim in
the morning! Of course, or
post free 60 cents the trial from
Dr. Williams' Medicine Co., 60
Kings Road, Shanghai.

NORMA

TALMADGE

in

"THE NEW MOON"

A powerful and vivid story of Russia.

UNDER "RED" RULE

Starting Saturday

WORLD THEATRE